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DECEMBER, 1971/60¢

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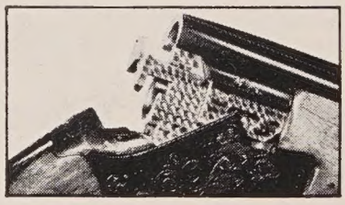

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engine turned breech
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RAILROAD
MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 90, No. 2 DECEMBER, 1971 60 CENTS

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Editor

MICHAEL A. EAGLESON
Steam Locomotives

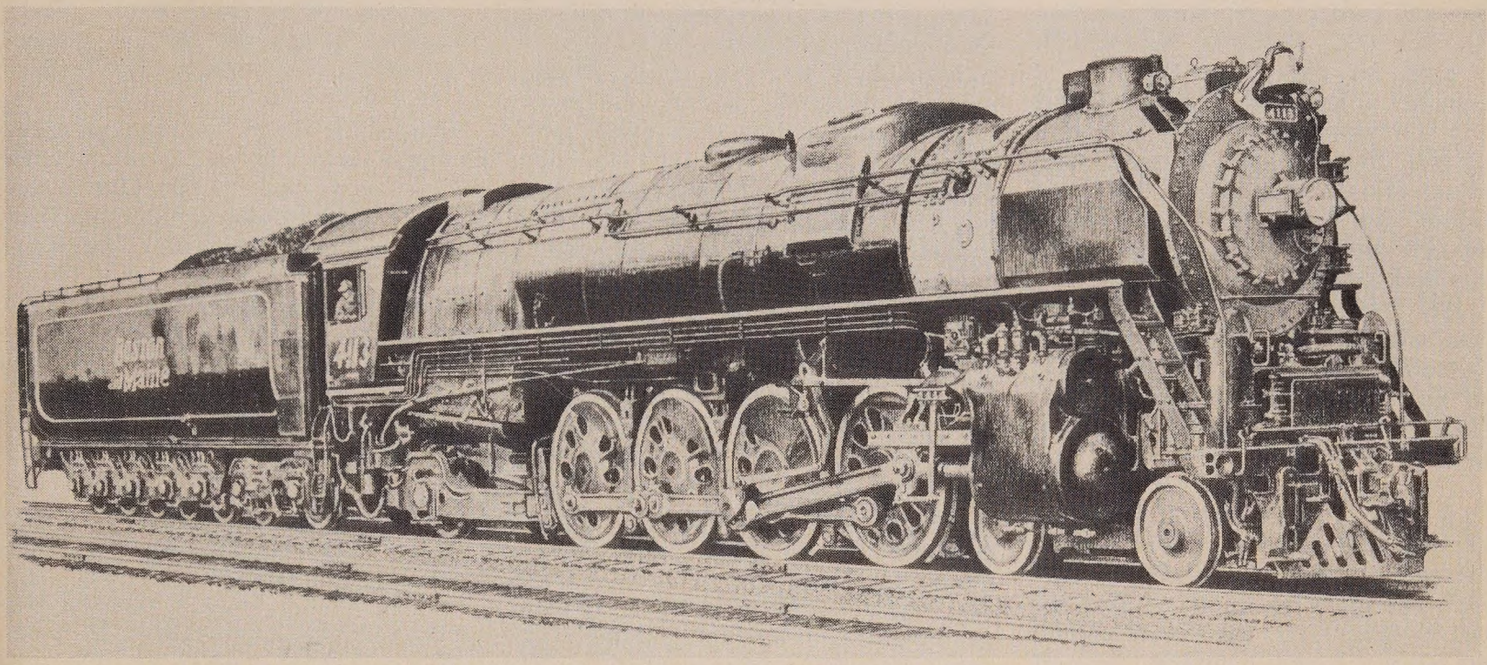
STEVE MAGUIRE
Transit Topics

JAMES EDMONSTON
Diesel Locomotives

ALBERT HERSKOVITS
Associate Editor

SY REICH
Technical Editor

BARBARA KREIMER
Information Booth



Boston & Maine 4113, *Black Arrow*, one of the few modern locos that was named. (See page 24) Drawn by Henry B. Comstock for his forthcoming book, *The Iron Horse.*

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HENRY STEEGER, *Publisher*
BILL BALGLEY, *Advertising Manager*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADVERTISING REPRESENTATIVE
The Bassinette Co., 271 Madison Ave., New York, N.Y. 10016
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THE MAIL CAR

where editors and readers meet

OUR COVER, showing a Sperry Rail Detector car in winter service, was made by N. Kent Loudon, P.O. Box 202, Peapack, N.J. 07977. He took the photo one Sunday last December a half-mile from his home, using a Minolta SRT-101, 55mm. lens and one 250th second exposure with Kodachrome-X film. Kent has been working for the Pennsy (now Penn Central) since 1965 and is a PC computer analyst-programmer.

Next month's cover, by Gary G. Allen, will show the only active Mallet locomotive left in the United States, and our leading feature will be "The Mighty Mallets," by Henry Comstock, editor of *Railroad* for ten years. ●

OP FIST. I recall that 40 years ago *Railroad* ran a prize contest to determine the best handwriting of telegraph operators who put out train orders. In those days, most brass pounders (often called lightning slingers) had a clear-cut, flowing penmanship with graceful even lines that train and engine crews could easily read. Often the sentences were linked together by a continuous motion of the pen. This distinctive style of writing was widely known as the "op fist."

Your contest was won by Miss Isabelle Lowry, a pretty night operator in the Great Northern relay office at Armington, Montana. You reproduced a specimen of her script, with her portrait. For me as a Canadian Northern brass pounder (now retired) that contest was thrilling. Back in 1931 telegraph offices used relatively few typewriters. Some roads would not allow them at all for copying train orders. I wonder where Isabelle Lowry is today? Possibly married and still living in Montana, but the shaggy dog shown in her portrait must have died long ago. If Isabelle reads these words, I hope she will write to your editor and identify herself. Incidentally, it is still pleasing to see girl pictures in my favorite magazine.—J.T. Bradford, 459 Hargrave St., Winnipeg 1, Man., Canada.

Another winner in our 1931 op fist contest, William E. Shelton, resides at 2243 Congress Lake Rd., Mogadore, Ohio 44260, and wants to hear from oldtime brass pounders. Bill's 40-plus years of telegraph service were spent on two roads, B&O and C&O, now merged. He retired in 1952. A high point in his career was the bright moonlit night in 1911 when he stopped the special train of President William Howard Taft in the Blue Ridge Mountains of Virginia. ●

PERSONALITIES. Reminding us of the movie *Rebel Without a Cause*, 16-year-old Danny Carroll of Chillicothe, Illinois, risked death the other day rather than "chicken out" in front of his teen-age playmates. Standing recklessly on the Rock Island tracks near his home, Danny thumbed his nose at a freight train moving slowly toward him, but jumped too late to avoid being hit by the leading diesel engine. He was taken to a Peoria hospital with a broken pelvis and abdominal injuries.

Jim Scribbins of Milwaukee received an award for his recent book, *The Hiawatha Story*, at Wisconsin State Historical Society's annual meeting.

H. Reid of Norfolk, Va., recently got three crates of "choice material" for the Norfolk & Western history he is writing. By sending him additional stuff, well-intentioned people inadvertently delay the completion of his job. Everyone writing a book is tempted to prolong his research indefinitely and thus push the publication date far into the future. Strictly speaking, no factual book is ever finished. There is always more information that you could have used if time and space had permitted.

K. Gus Smarey of Suttons Bay, Mich., is dead at 83. He worked for the old Manistee & Northwestern logging road, published newspapers, and collected over 3,000 rail photos.

Schedules of radio networks of Union Pacific, Southern Pacific, etc., are wanted by James B. Ingham, 2636 Forest Park Blvd., Fort Worth, Texas 76110, so he can set up radio contact with railfans and retired railroad men.

Our recent list of women who made *Railroad* covers should have included Lollie Owen, who supplied the color-shot of a narrow-gage Mexican National steamer at Ozumba (Nov. '66).

Would you say that Nathaniel Hawthorne was a railfan? *The House of the Seven Gables,* one of his romances, published 120 years ago, refers to railroads as "positively the greatest blessing that the ages have wrought out for us."

Add to our roll of men who have been rail buffs for 50 or more years Lester B. Keedy, 3622 Parkdale Ave., Baltimore, Md. 21211. Born in Martinsburg, W. Va., in 1899, he lived next door, as a boy, to the engineer of a B&O local passenger train and would listen for the whistle blown to let his family know he was coming into town. For seven years Lester worked at the Martinsburg depot as express platform man, and he has been a railroad-lover ever since.

Don F. Milgrim, a Burlington switchman living in Denver, Colo., used 1,404 hours of time, 13 large tubes of water colors, 11 brushes, and more than a million brush strokes to make a huge painting, 12 by 6 feet, entitled "Trains

The distinct success of the new Railroad Mans Magazine is due to its complete and exclusive presentation of the quick drama and high romance of railroading

Isabelle Lowry (portrait) won our 1931 contest with the penmanship shown here.

of Yesteryear." The picture shows the first *Denver Zephyr*, a steam-powered troop train, the *Texas Zephyr*, and the *California Zephyr*, standing side by side in Denver Union Station. All three *Zephyrs* are diesel-powered. For more than 21 years this work of art hung in the club room of the CB&Q-C&S Veterans Organization in Denver. Then the group had to vacate the premises, so the painting was taken to a building on Champa Street in Denver.

About 30 years ago I first discovered *Railroad Magazine* and really started to learn something about railroads. I found the magazine one hot August afternoon in a drugstore in Michigan City, Ind., at the corner of the main street and the South Shore Line tracks. It was a wonderful issue, featuring Linwood Moody's "Sunset on the Narrow Gage." Up to that moment I had never heard of any of the lines he mentioned. For that matter, I didn't even know that all railroad tracks were not the same width.—Elliott Kahn, 58 Verbena St., Clearwater Beach, Fla.

Photographed August 19, 1971, by Gary G. Allen

J. T. Newsom, second-trick man at Majave, Calif., a desert town, is one of the very few black operators on U.S. railroads. He has three sets of train orders for a westbound Southern Pacific freight with a helper engine for the mountains ahead.

Working on a Magma Arizona history, Virgil Staff of P.O. Box 268, Berkeley, Calif. 94701, wants to hear from anyone with pix of that road before middle 1960's. ●

BLACK RAILFANS. On behalf of the Electric Railroaders' Association (founded in 1934), of which I have been secretary since 1942, I will say that our by-laws have never had color or religious discrimination, nor is race or religion mentioned on our membership application blank. One of our Negro members is the uncle of TV personality Bill Cosby. Another is on the editoral staff of our monthly magazine, *Headlights*.—Herman Rinke, ERA, 145 Greenwich Street, New York, N.Y. 10006.

Regarding the recent comments in *Railroad* on black members of railfan clubs: when the Berkeley (Calif.) High School club of Ferro-equinologists was organized in the fall of 1964 and I was its first president, one of our most active members was Mike Kemp, a Negro. Mike and a few other fans, complete with banners, flags, and placards, rode on the Southern Pacific *Owl's* last trip to Fresno and back. Among the other black members of our group aboard were Lucy Mae Murray, Sandra Coldwell, Beverly Ann Eaglin, and Claudine Eaglin. I am surprised that Virgil Staff wasn't trackside with his camera that fine spring morning. It was not only an historic day, but more females than males turned out, and most of them were Afro-Americans, which I am not.—Ray E. Brown, 223 Nelson St., Kingston, Ont., Canada. ●

IN MY OPINION. Vernon Pyle was wrong in blaming financiers for the downward trend of our railroad industry (Sept. '71 *Mail Car*). One road I worked for never earned much more than operating expenses and was dead broke when it quit 15 years later. It had been built under the impression that the area would grow in population and industries, but that still hasn't happened 50 years later. According to press reports, the Long Island Rail Road doesn't take in enough revenue to meet its payroll; taxpayers have to make up the difference. How would Mr. Pyle solve that one?

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In the trolley and interurban fields, enthusiasm seems to have exceeded fraud by about 99 to one. The bitter truth is that very few electric railways earned enough to cover depreciation and obsolescence. Most of them paid bond interest and dividends with money that should have been put back into the properties.—Felix E. Reifschneider, P.O. Box 88, Fairton, N.J.

Slick paper and better ads have done wonders for your basically good magazine.—Al Langley, Rte. 1, Box 64-A, North Augusta, S.C. 29841.

Lehigh Valley has some of America's most colorful diesels. These are painted white (C-628), gray and yellow (C-430), Tuscan red (the latest, repainted GP's, F-7's, RS's and switchers), and a very few retaining the attractive Cornell red of the *Black Diamond*. Incidentally, I enjoy very much *Railroad's* human-interest features and fiction.—Bud Rindfleisch (LV brakeman), 111 Dirkson Ave., West Seneca, N.Y. 14224.

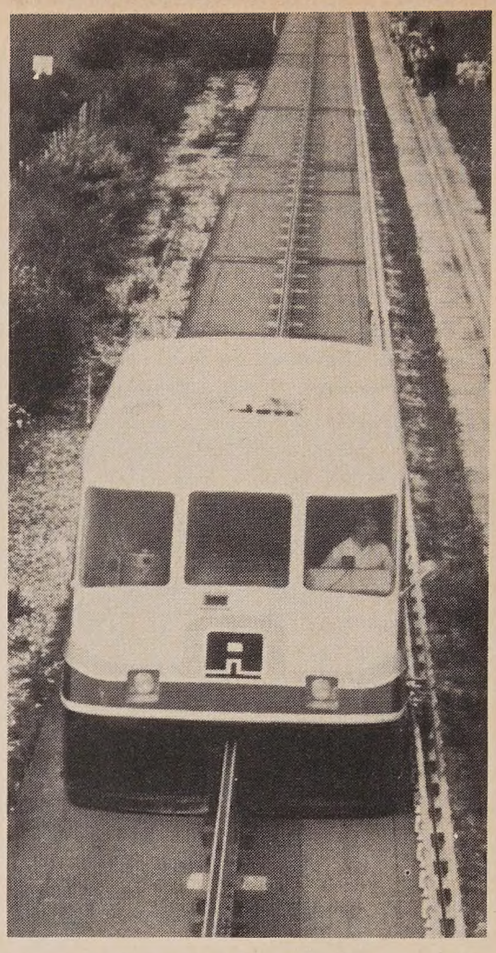
Good poetry adds diversity and dimension to *Railroad Magazine*; please print more of it.—Stephen Ross, 48 Downey Dr., Tenafly, N.J. 07670. ●

SOMEONE offered to make replicas of transportation tokens, you reported in *The Editor's Notebook* (Oct. issue). Members of the American Vecturist Association would be very upset if this guy did what he claims he can do. Our group consists of collectors of such tokens and it puts out a monthly newsletter entitled *The Fare Box*, of which I am editor. Besides violating a law, the unidentified man probably could not turn out good replicas; most likely they would be poor cast imitations. We have pursued several cases of people making phony tokens, resulting in Federal indictments, and will keep on doing so.—Rev. John F. Coffee, Jr., P.O. Box 1204, Boston, Mass. 02104. (*Note from Freeman Hubbard*: In addition to news and information about token collecting, each issue of *The Fare Box* carries a "Switch List" for members who buy, sell, or swap.) ●

AEROTRAIN. Your August issue had a short item on French tracked air-cushion vehicle line projects. I wish to point out:

(1) There are two different projects of air-cushion railroads. One deals with a large intercity vehicle using a propellor or jet engine and the other is an urban or suburban small vehicle using a linear electric motor developed by the L.M.L. Corp., a subsidiary of Merlin Gerin, a major French company.

(2) As for the second project, a noiseless electric motor system is not only "being studied," as you say, but has actually been built and tested on a full-scale model running on a two-mile trial track laid at Gometz-la-Ville.



Run-by of noiseless, non-polluting, full-scale model of suburban *Aero-train*, held especially in Gometz-la-Ville for U.S. Secretary of Transportation Volpe.
Gerge Foucault, 7 rue Jean Mermos
F8, Bois d'Arcy, France

(3) On June 2, 1971, John Volpe, U.S. Secretary of Transportation, and Jean Chamant, French Minister of Transportation, were together at a run-by exhibition of the suburban Aero-train which, on that occasion, reached a speed of 170 km. (about 100 miles) per hour. (See photograph.)

(4) Although no decision has yet been taken at government level, the noiseless, non-polluting, suburban, air-cushion vehicle is likely to be chosen for passenger service linking Orly Airport with the new Roissy-en-France Airport.—Jean-Michel Leclercq, 3 rue de la Republique, 38, Grenoble, France. ●

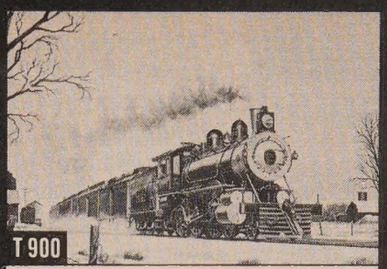
NEWSCAST. Bowing to military pressure, the Vietnam president, Nguyen Van Thieu, has halted work on a "showcase" railroad rebuilding job which had diverted hundreds of troops from other duties. The pressure came from Gen. Creighton W. Abrams, commander of U.S. forces in Vietnam, who viewed the project as a luxury that

T 925

Night Run in the Rockies—May the Spirit of Christmas be with you . . . through the Year—**Rio Grande 3617 Mallet**

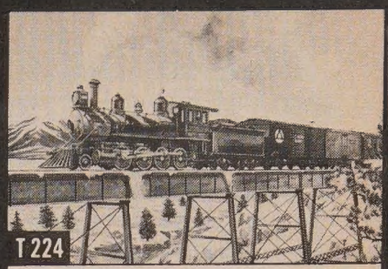
T 800

Christmas Morning Run—May the meaning of the Season be deeper as Christmas comes, etc.—**SP Overland Limited**



T 900

Heading the "Fast Mail" in 1899—With every good wish for Christmas, etc.—**CB&Q Vauclain Compound #1592**



T 224

Headed for Trout Creek Pass — Merry Christmas and Happy New Year—**Colorado Midland, South Park 1890**

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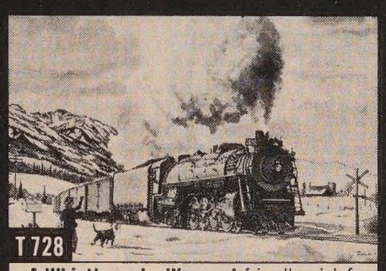
T 406

Christmas Eve in the Yards—May the Spirit of Christmas Abide With You, etc.—**Chesapeake & Ohio Kanawha type engine.**

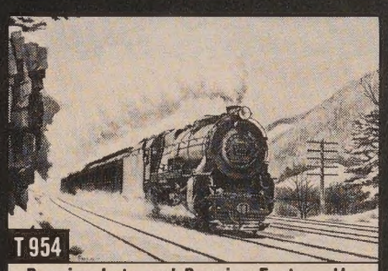
T 100

Station Stop for the B & O—May you and yours this Christmas day be blessed, etc.—**Baltimore & Ohio Pacific type**



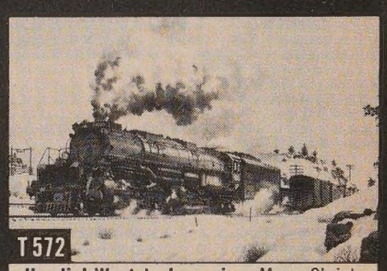
T 728

A Whistle and a Wave—A friendly wish for a Merry Christmas and a Happy New Year—**Montana Main Line Engine #2681**



T 954

Running Late and Running Fast — May you and yours this Christmas day be blessed, etc.—**K4 Broadway Limited**

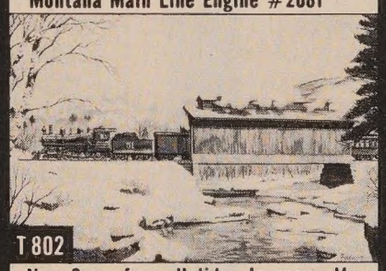


T 572

Headin' West to Laramie—Merry Christmas and a Happy New Year—**The "Big Boy" #4002 on Sherman Hill**

T 650

Smokin' Around the Bend—Christmas Greetings and Best Wishes for all the Year—**A "Moffat Malley" on Rollins Pass**



T 802

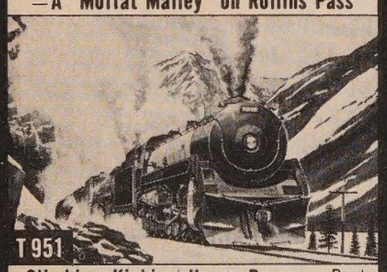
New Snow for a Holiday Journey—May the Peace and Happiness of the Christmas Season, etc.—**1900 New England Local**

T 408

Donner Pass on Christmas Day—Peace and Good Will at Christmas and all the Year—**Southern Pacific diesel in the Sierras**

T 405

The Crescent Limited—Christmas Greetings and Best Wishes for all the Year—**Southern Railway Engine #1401**



T 951

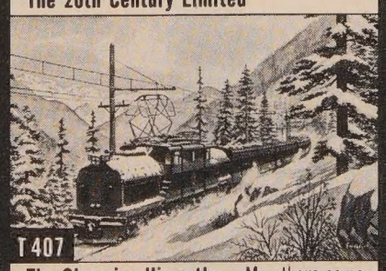
Climbing Kicking Horse Pass — Best Wishes for a Merry Christmas and a Happy New Year—**Canadian Pacific #5934**

T 803

Green Flags for a Christmas Run—May the meaning of the Season be deeper, etc.—**The 20th Century Limited**

T 953

The Chief Rolls West—Peace and Good Will at Christmas and all the Year—**Santa Fe 2900 Series Victorville**



T 407

The Olympian Hiawatha—May there come to you this holiday time...Health, Happiness, etc.—**Milwaukee Road's GE Electric**

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could be put off until security was re-established. Thieu, however, regarded it as a prestige move to spur economic development and lower Saigon food prices.

Did you know that pipelines, for the second consecutive year, were the second largest carrier of U.S. intercity freight? The Transportation Assn. of America credits pipelines with 23.4 percent of the total, while railroads had 40.1, trucks 21.4, rivers and canals, 9.9, and Great Lakes 6 percent.

In 1945, the Pennsy had some 150,000 employees; today there are only about 47,000 former PRR men and women in the Penn Central, and that number is likely to drop still further. Penn Central has eliminated more than 6,000 employes since July '70. Even so, the giant system lost about $155 million for the first seven months of 1971. We wonder how many more employees will have to go before PC breaks even.

Carol Mine Railway, the world's first full-size, multiple-train, automatic carrier, will be modernized and extended from 6 to 7½ miles. Its owner, Iron Ore Co. of Canada, has ordered engineering know-how and equipment from General Railway Signal Co. Located near Labrador City, this single-track line has a 10-year record of successful, fully-automated operation and is being double-tracked. All locomotives are now electric instead of the original diesels. The railroad was designed to haul 55,000 long tons of crude ore per day; this figure will be greatly increased.

Centennial Yard, one of the nation's most advanced freight classification yards, was formally opened at Fort Worth the other day for the 100th anniversary of the Texas & Pacific.

CP Spanner is no more. Originally called *Canadian Pacific Staff Bulletin* when founded 37 years ago, it ceased publication with its April-May-June-July '71 issue, but is being succeeded by a new publication, *CP Rail News*. "The King is dead; long live the King!"

Berlin has issued a set of four stamps, each of which portrays a historic rail car: 1925 suburban, 1890 trolley, 1880 horse-drawn streetcar, and 1950 trolley.

Under a plan hatched by Urban Development Corp., a New York State agency, a virtual new community will be built over Penn Central's Sunnyside Yards in Long Island City. It calls for a complex of apartments, offices, shops, and industrial structures, providing homes for 60,000 persons and office industrial space for 35,000. The $1.4 billion project would be financed almost entirely out of income. We shudder to think what it could do to the already acute traffic jam in that area.

For the Frisco Road, the addition of a Nordberg spike-straightener to its equipment meant the ability to reclaim $960 worth of spikes weekly. At this rate, the railroad was able to pay for the new machine in a few weeks.

The Santa Fe wants out of a contract with the Kansas City Terminal Railway which still has 138 years to run. KCT is asking a circuit court in Missouri to force Santa Fe to pay its assessments under the contract. The 200-year pact was signed in 1909 by the heads of 10 of the largest railroads in the Midwest who foresaw an almost perpetual future for passenger, freight, mail, and stock service. The court is being asked to decide whether Santa Fe, largest user of the terminal property, must still abide by it.

A total of 950 million yen (equivalent to $2.63 million in American

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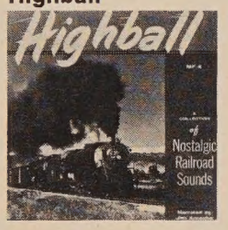

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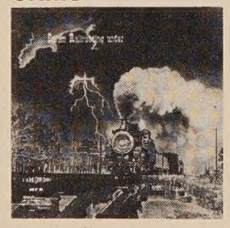

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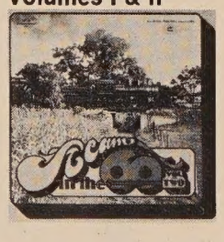

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money) was found on Japanese trains during a fiscal year, having been left behind by careless passengers.

In 1928, a dirigible transfer of mail to a Norfolk & Western train was effected at Belleville, Illinois. The dirigible dipped low enough to permit the railway mail clerk to reach a sack of mail suspended by a rope.

Songs of the Railroad, a record by the Merrill Jay singers, with jacket text matter written by Freeman Hubbard, is available at $1.98 (catalog No. S-4213) from Publishers Central Bureau, Dept. 871, 33-20 Hunters Point Ave., Long Island City, N.Y. 11101.

Reward of $100 has been pledged for the return of the builder's plates from Delaware & Hudson PA's 16 and 18; both vanished when the units were in the area of Hoboken, N.J., last May. Serial numbers 76535 (16) and 76541 (18) appear on them.—Tony Reznak, Jr., director of D&H Anniversary Committee, P.O. Box 755, Wilkes-Barre, Pa. 18703.

The City of Seattle, Wash., wants to convert into a hiking and biking trail the 8 miles of Burlington Northern branch-line track that extends through the city and is being abandoned.

Burlington Northern has begun grading for its new electronic car-classification yard in North Minneapolis and adjoining suburbs, to cost $30 million. The yard, called Northtown, will be 3½ miles long and capable of handling an estimated 3,300 cars daily. When completed, it is expected to save an average of 18 hours per car on movements handled within the Twin Cities. ●

OTTO KUHLER'S painting on your October cover was made originally for the book on *New Mexico's Railroads* that we of the Colorado Railroad Museum published last year. The subject is, of course, the famed Georgetown Loop of the Colorado Central (*not* South Park). The line ran from Denver right along our Museum site to Golden, Central City and Silver Plume. For the past few years I've been gradually putting together a book about this railroad, and I hope we can publish it for the Museum this coming spring. I'd like to hear from anyone who has interesting original material on this famous old line.

Meanwhile, our next published book will be *Logging Along the D&RG*, covering all of the many narrow-gage logging operations that once existed along the Denver & Rio Grande and the Rio Grande Southern. We should have copies of it off the press before the end of this November, but pre-publication orders may be sent to the Colorado Railroad Museum, Box 641, Golden, Colo. 80401.

Your October *Mail Car* mentioned that the owner of Otto's painting is a fellow who promoted "the Colorado Transportation Museum" in Denver. I hope your readers don't confuse it with the Colorado Railroad Museum at Golden, a Denver suburb. The one in the city itself was started several years ago in an old warehouse in the bottoms, west of downtown Denver. Initially it was a "me too" copy of our Museum, with almost the same name, but is more generally known around Denver as the Forney Museum because it houses a large collection of antique automobiles belonging to a Mr. Forney of Fort Collins, besides displaying a Union Pacific "Big Boy" and other railroad equipment on a small adjacent lot. The promoter of this setup is not connected in any way with the Museum at Golden, nor is there any truth to wild rumors that the two will eventually merge or that either one of them will eventually take over the other.—Cornelius W. Hauck, 8400 Summerhouse Rd., Cincinnati, Ohio 4524. ●

COMMENTING on Bill Knapke's great book, *The Railroad Caboose*, which I have just finished reading, I offer a minor correction. Here in British Columbia we railroaders use the word *caboose*, not *van*. Canadian rail terms are the same as those heard in the U.S.A. Your September issue carried my experience with firing a *convestible*-cab locomotive but erroneously used the word *convertible*. I am hoping to get letters or cards from men acquainted with such cabs. As for girl pictures, keep them up; they add to the romance of railroading.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada.

As an active railfanette, very fond of steam, I like rail-girl photos only when the young lady is shown to be closely identified with railroad work or the rail hobby but not when her figure or the clothes she wears dominate the scene.—Mrs. June Clark, 8 Herbert Dr., East Brunswick, N.J. 08816.

Photographing an endless number of streetcars of the same type in one city and the inclusion of females, crudely posed, in such scenes involves the same amount of imagination as is used in the manufacture of beer cans.—Elmer Treloar, 101 California St., Highland Park, Mich. 48203.

Although I often take pictures of trains, I haven't had the good fortune to get models like Virgil Staff's. Perhaps some of the caviling about them is tinged with envy.—Alvin S. Flick, R.D. 5, Ballston Rd., Amsterdam, N.Y. 12010.

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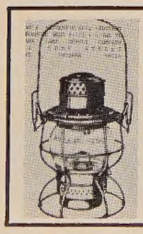

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Why shouldn't females appear in your magazine? Many a good man went railroading or even left the iron road because of a woman—Lt. W.B. Young, USNR, VT-9, Box 26, NAS, Meridian, Miss.

One reader wrote sarcastically that your young ladies look like dropouts from the Hildegarde Fensternacher Beauty School. If so, please print more shots of their classmates.—John Kernan, 117 Thorndale Ter., Rochester, N.Y. 14611.

My thorough enjoyment of *Railroad* includes both rail and "girlie" pix.—Walter Blix, 5220 N. Cicero Ave., Chicago, Ill. 60630.

Except for the girl photos, your magazine ranks high with me. I wish females would come to trackside more often and show interest in trains, but that rarely happens. So why picture them doing something they don't do naturally?—Curt Tillotson, Jr., 1207 College St., Oxford, N.C. 27565. ●

ONE summer day when I was employed as night watchman for an impecunious logging company at Hopkins, Fla., the brake-beam hanger broke on our dinky old woodburner, the 7-spot, and we didn't have another one to fit. We were taking up the rails anyway and there wasn't a hill on the whole railroad line, so I simply shut the steam off the steam-jam brake cylinder. Next afternoon I found, to my surprise, that the hogger, a guy named Ryals, had replaced the steel hanger with a trace chain from off a mule's harness and had turned the steam on. Ryals was a good blacksmith but a washout as a hogger. The chain soon snapped and the beam fell down again. That night I plugged it up tight.

Among my regular duties at Hopkins were switching cars and loading the tender with slabs of wood each night —alone, of course—with only a dim kerosene lantern for light, although poisonous snakes lurked in the weeds. At that time our sawmill was being sold piece by piece. Roux Crate Co. had bought the elevator from over the slab fire, this being a steel conveyor pan some 30 feet long and very heavy. The buyer's representative left it laying so close to the rail that I couldn't get back to the woodpile. I asked them to move it. They shoved it back only two inches, rolled a handcar past it, and said the track was clear. But the track wasn't clear. I raised hell about it. They said they'd move it further when they got good and ready to do so.

That night I took the cable from their winch, tied it to the elevator pan, around a tree stump and onto the frame of old No. 7. Then I climbed into the cab, opened the throttle, and snaked that damned pan clear off the right-of-way into a boggy pond. Oh, well, I decided, that's the only way you can teach some ornery cusses.

One day when Joe Dreffin brought the log train in, he was asked to move the dead Vulcan and rerail a car. Peeved by the extra work, Joe yanked the dinky out of the hole without looking to see what was wrong with her. He almost wrecked the 7-spot when he tried to slam her onto the shop track before chaining up that broken drag link. After that, the car pecker (repair man) named Gaskins, damned near drowned me with soot and water from that same woodburner. Gaskins knew even less about engines than Madden did. Madden could not block a valve on a tea kettle and would bring her in off the road on one cylinder.

I remember, too, the time Madden's stupid brother-in-law was assigned to me as a shop helper. The first task I gave him was melting down some 50 pounds of babbit metal. He melted it down all right, but stuck the hot ladle, molten metal, and all into the slack tub to cool it. The explosion of hot metal that followed scorched just about everybody in the big shop.

Which reminds me of a dumb tallowpot (locomotive fireman) who had been swiping the shop's wash-up bucket of kerosene every morning to pour over his fire of green slabs. One morning some jerk had filled that bucket with gasoline instead of kerosene. When the inexperienced tallowpot heaved *that* into his firebox, he and the bucket and a few other things went flying over the back of the tender. Yes, sir, you sure found some bright boys around the sawmills in old steam days.—E.A. ("Frog") Smith, P.O. Box 3293, North Fort Myer, Fla. 33903. ●

LOGGING ROAD stories that appear in *Railroad* now and then take me back to the blistering summer of 1930 in the lumber town of Selma, La. I was then 13, spending the school vacation with my older brother, who was an inspector for the Grant Timber & Mfg. Co. It was a large outfit, with three sawmills, a planing mill, a box factory, and an extensive logging rail network. I spent most of my waking time that summer hanging around the yards, enginehouse, and railway shop. The loco roster consisted of three 70-ton Lima-built Shays and an elderly Brooks 2-8-0 and a light, low-drivered Baldwin 2-6-2, said to have been used in Panama. The Shays were fired with pine slabs and rod engines burned oil.

High point of my summer was riding in the cab of a Shay battling a long grade with 40 carloads of logs. The engineer's adeptness with the whistle was sweet music, especially in the woods. His fireman had no trouble keeping up steam with those rosin-filled slabs. You

could see her pops lift when she topped the hill on the edge of town. The Grant Company, like many other such outfits, folded up with the Depression in 1933. Selma as a town died with it and is now a tiny farming community on the Missouri Pacific mainline to New Orleans.—Foster Hilliard, Rte. 2, Box 125-A, Byhalia, Miss. 38611 ●

WANTED by the Railway & Locomotive Historical Society: scholarly and antiquarian research papers for publication in its illustrated journal of railroad history. Among the subjects desired are business, economic, technical, and biographical studies of railways and their associated supply trade industry, particularly locomotive and car manufacturers. Preferred length is 3000 to 6000 words; monograph studies also are used. Emphasis is on American developments, but occasionally foreign subjects are treated as well. Manuscripts must be typewritten, double-spaced, with ample margins, and on one side of tne page only. Footnotes and/or captions should be typed on separate sheets. No payment is made for material published.

The Society is the oldest railroad historical organization in North America. Established in 1921, it has issued nearly 130 *Bulletins.* Copies go to the 2,400 membership. Some city and university libraries also subscribe. Headquarters is in the Baker Library, Harvard Business School, Boston, Mass. 02163. The editor is John H. White, located in the Division of Transportation, National Museum of History and Technology, Smithsonian Institution, Washington, D.C. 20560. ●

NEW YORK CENTRAL'S "cowboys" worked not only on part of 10th Avenue, New York City, as a caption in your September issue stated, but also on parts of 11th and 12th. I used to commute to Manhattan via the West Shore Railroad and the Hudson River ferry to 42nd Street, crossing the tracks on 11th, known as "Death Avenue," and often waiting for those freight trains to pass on my way to and from the ferry. Each train had from one to 15 cars and ran about as fast as I could walk. The crews were very cautious, but sometimes the impatient pedestrians weren't. One day in 1920, I saw men dressed in white, wearing white gloves, pick up the gory remains of a dead commuter, put them in a white-lined basket, and haul them away in an ambulance. The victim had been afraid he'd miss his ferry and a homeward-bound train if he waited for a slow freight to pass. So he climbed over freight-car couplings to reach the ferry house; but his foot slipped, and he was scooped up into the basket.—L. Rusch, Box 531, Glenham, N.Y. 12527. ●

CROSSING accidents cause 15 times more deaths than general highway accidents, according to a Federal report. The Department of Transportation plans to organize a $1.2 million national numbering system for the 225,000 railroad crossings in the United States. Aroused at the 1,500 to 1,800 deaths and 3,500 to 4,000 injuries sustained in grade crossing accidents each year, it also plans a program to repair or replace deteriorated, ineffective crossing warning signs.

Only 45,000 crossings, or about 20 percent of the total, have any protection other than the standard crossbuck sign. Some 65 percent of crossing accidents occur at unprotected crossings.

The Soo Line is testing Scotchlite reflective tape as a means of preventing such accidents. Locomotive No. 743 has had its Soo lettering and the edges of its running boards covered with red and black Scotchlite, which reflects automobile headlights back into the driver's eyes as the loco passes a grade crossing. And in Aberdeen, Md., Penn Central has just installed new, automatic, lighted, signal gates at Bel Aire Avenue crossing, thus replacing the last manually-operated crossing gates on PC's main line between New York and Washington. ●

ALTHOUGH *Blue Goose Express* might make Casey Jones turn over in his grave, it's one way of getting people from plant to quarry at the U.S. Gypsum Co. in Plaster City, California. A 160-hp engine mounted between two old Chrysler bodies drives the 6,000-pound railcar at 40 mph. Eight steel-cord tires with flanges attached to the inner hubs guide it along the rails.

Total cost, less the two bodies, was under $1,000. The car has automatic emergency brakes, insulation, air-conditioning and a two-way radio. Separate controls in each cab make it unnecessary to turn around at the end of the 26-mile run. Reason for this contraption is relentless heat of the desert, biting sandstorms, and wind-blown roads that had turned the run into an ordeal for men and conventional vehicles. ●

CANADIAN NATIONAL train 50, *The Lakeshore*, en route to Toronto, was stopped for a signal near Lachine, a suburb of Montreal. Looking out his cab window, engineer Max Basset was startled to see five men, masked and armed, running toward the train. He told fireman Jean St. Germain, "It's a holdup."

"I thought he was joking," Jean said later, "but then a guy with a rubber mask stuck a pistol into the cab and told us to get out."

Max added: "The whole thing took less than ten minutes. They were well organized."

Four of the men had pistols. A fifth was armed with a submachine gun and stood guard while the rest ransacked the baggage car. The robbery may have been prompted by rumors that a $500,000 shipment was on a Montreal-to-Toronto train. But a post office investigator said the only valuable in the postal consignment was a $1000 bond; there was no cash. While the robbery was proceeding, not one of the 119 passengers was disturbed.

CN steam engine *Maritime*, pictured in your September issue, page 8, is a

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4-6-0, not a 4-6-2 as your caption says. The engine nearest to her, CN 6153, is a Northern type (4-8-4), as were all CN 6000's, 6100's and 6400's.—Andrew Perry, Rm. 16, Central Hotel, Lindsay, Ont., Canada. (*Ed. Note:* Our caption followed the "information" written by photographer on back of photo. 6000's were 4-8-2's, not 4-8-4's.)

Fire erupted on the roof of a Canadian National dining-car on a recent Saturday night during the dinner hour after the eastbound *Super Continental* had left Vancouver, B.C. Passengers hurried out of the car, which was left to burn on a siding, and the train proceeded. Another diner had to be coupled into the train before the passengers could return to their meals.

The number of rail derailments in Canada this year has already surpassed the total in the corresponding period last year, which was the worst on record.

The accidents are occurring as railways are carrying ever-increasing volumes of flammable liquids, poisonous gases, industrial chemicals, and other hazardous materials. The frequency is increasing, especially on the CNR, and there is no indication of a reversal of the trend.—Ken Romain, Vancouver, B.C., Canada. ●

NEW ZEALAND'S first steam railway was not the Christchurch-Lyttleton line (opened Nov. 9, 1867) as Barbara Kreimer stated in your magazine, but was the Christchurch-Ferrymead, connecting a deep-water port with a small port on a river estuary and opened Dec. 1, 1863. The equipment was built in England for Australia, which sold it to New Zealand.—F. Peters, 53 Masters Crescent, Masterton, N.Z.

Completion of New Zealand's Christchurch-Lyttleton line was delayed by the necessity of having to bore a tunnel more than 1½ miles long through the hills to Lyttleton harbor—the nation's first railway tunnel—which was quite an undertaking for an area first settled in 1850.

Three other lines, all on South Island, went into operation before 1872. The optimistic but impecunious Southland Provincial Government built the 7½-mile Oreti Railway, with wooden rails, from Invecargill to Makarema. This line was opened Oct. 18, 1864, but lasted only about 2½ years. Rebuilt later with steel rails, it extended to Winton, 18½ miles north of Invercargill, and was reopened Feb. 22, 1871. The third line ran from Christchurch westward to Rolleston in 1866, and from there southward to Selwyn by Oct. '67. It ultimately became part of the South Island main line. Another line (mentioned by Barbara Kreimer), the Auckland-Drury Railway on North Island, was started in the early 1860's. Construction stopped in 1866 because of the Maori wars raging at that time, but was resumed in 1872. The route from Auckland to Oreburgh was opened on Christmas Eve, 1873, being the first line built for the New Zealand Railways.

Although I am an Australian, I read *Railroad Magazine* regularly and enjoy especially Sy Reich's rosters and Jim Edmonston's *Trackside in the Diesel Age*.—Don Hodgkinson, 79 Ocean St., Wollahra, New South Wales 2025, Australia.

Preceding the Christchurch-Ferrymeade line in New Zealand was a mining road at Dun Mountain in Nelson Province, South Island, in the earlier 1860's, but it was only a horse-powered tramway. Miss Kreimer erred in saying that a 42-inch gage prevailed from the beginning of rail operation in this country. Actually, the Canterbury Railways, of which the Christchurch lines formed part, had a gage of 63 inches. Others were 4 feet 8½ inches. Not until 1872 was our first 42-inch line completed, from Dunedin to Port Chalmers. By adopting 42 inches, the Public Works Act of 1870 avoided the gage problems that Australia experienced, because New Zealand's main railway-building boom did not come until 1870-'80, when over 1,000 miles of line were constructed.—D.B. Leitch, P.O. Box 38, Masterton, N.Z. ●

WITH Penn Central Transportation Co. clawing its way along the brink of disaster, it would be easy to conclude that huge mergers among railroads are doomed to failure. But one overlooked merger, almost as big as that which joined the former Pennsylvania and New York Central, has largely succeeded. It is the linkup of the Chicago, Burlington & Quincy, the Great Northern, the Northern Pacific, and several lesser lines to form the 26,000-mile Burlingon Northern, Inc.

This is not to say that service since the BN was formed on March 3, 1970, has not sometimes broken down. It has. Trains cannot suddenly be rerouted over new combinations of lines to take advantage of shorter distances and lower grades—one of the main purposes of merging—without creating initial confusion. Some freight yards, for example, have been swamped.

But BN officials expected this and were ready to make adjustments. Nor did they try to do everything the first day. They had had 13 years to plan and study their merger; teams of executives from the BN's component railroads had fanned out to inspect the Norfolk & Western, Seaboard Coast Line, and Penn Central, the three most

prominent merged railroads up to the time of the BN combination. Most important, unlike the case of the Penn Central, the computer systems of the BN's predecessor companies were almost completely compatible.

While there were some hard feelings between the red team and the blue team, the boxcar colors of the old Northern Pacific and Great Northern, the animosity was nothing like that between personnel on the Pennsylvania and New York Central.

Partly, this was because the NP and GN had not been as directly competitive as the other two railroads. Nor had their people been imbued with conflicting notions that theirs was the only correct way to run a railroad. But mostly, it was a case of learning from one of Penn Central's mistakes. The officers of one railroad did not dominate the merger; an intensive effort was made to spread management positions fairly.—*Business Week.* ●

PITY the poor engineer: What next will it be to make the engineer's job more hazardous? Broken rails, washouts, snowslides, boiler explosions, wrecks, stock on the track, and some other things have been with us always; but the trainwrecking automobile has come within the memory of many men.

Thus the progress of science is making it hard for the engineer—many new things for him to look after on the locomotive and every grade crossing a death trap because of careless automobile drivers. And let us not forget to mention the new radio connection between the engine cab and the caboose, whereby the conductor, with 150 cars between him and the locomotive, may cuss the engineer to his heart's content.—*Locomotive Engineer's Journal,* August 1929. ●

FUNERAL TRAIN. At 10:12 a.m. a local train of the Nickel Plate would pull into the West Hamburg, N.Y., station after a 32-minute ten-mile run from Buffalo. Carried from the baggage coach and slid into a one-horse hearse was a coffin. That was how Lakeside Cemetery began.

The graveyard was located in a wooded stretch east of three railroad lines serving Buffalo. It was developed by Chauncey Depew, U.S. Senator, at a time when space in city cemeteries was becoming scarce.

Those were the days before undertakers held services in their own parlors, and before the automobile. So funeral parties boarded a train in the city and at West Hamburg and departed for a depot that was unlike any other edifice in the area. It had the usual telegraph office, ticket window, and baggage room but it also had a chapel.

Today the cemetery, surrounded by suburban growth, is modern and growing. But the station stop is gone, as well as the Nickel Plate trains that brought the funeral parties there and later returned them to the city. What survives almost unchanged is the depot itself, standing by railroad tracks and long closed to all freight and passenger traffic.—Bill Lamale in *Buffalo Courier-Express.* ●

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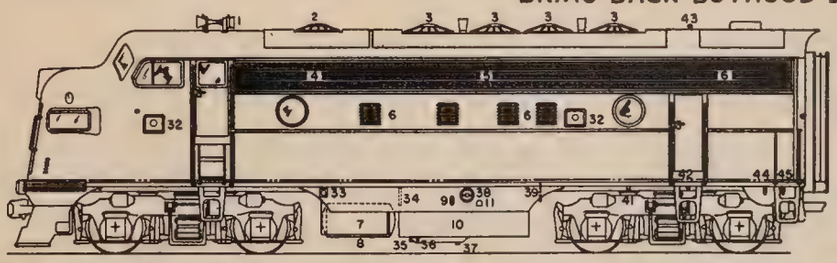

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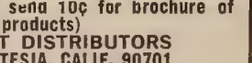

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NOV. 7, 1971, SUNDAY: A Special Trip commemorating the 40th ANNIVERSARY of the Phila. and Western "BULLET" cars. A 3-car train of these historic cars built by Brill in 1931 will be operated over the Norristown Div. of SEPTA. Trip departs 69th St. Terminal approx. 10:45 am EST. Many photo stops and run-by's are planned. Beneficiary is the TROLLEY VALHALLA MUSEUM in Tansboro, N.J.

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PHOTOGRAPHS OF THE MONTH

Santa Fe conductor J. H. Hawkes reads his orders on July 4, 1970, just before grabbing his satchel and hopping the caboose on his long freight train that is just pulling out of Vaughn, New Mexico, for a fast run down the hill to Belen.
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

France's last mainline passenger locomotives—slender, swift Pacifics— have been retired from revenue service. We see a Pacific on a special farewell train awaiting the highball at Paris northern station on May 26, 1971. Except for one kept for use on fantrips, these beauties are now stored in the Calais engine terminal hopefully for sale at $2,200 each—a bargain for some 90 tons of scrap metal.
Photograph by Marcel Bonnel

Work train at milepost 16, west of Sept Iles, Quebec, on July 9, 1952, during construction of the Quebec North Shore & Labrador.

Bill Knox, (age 11), RD 1, Parkesburg, Pa. 19365

Three-truck Heisler, No. 6, built in 1929, on the Cass Scenic Railroad at Cass, W. Va. The Line is now closed for the season but will reopen Memorial Day. (Right) Open car is clear of riders because the engine is leading the train between switchbacks. After she has passed the second switchback, No. 6 will be on the low, or rear, end of train.

Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Girls Who Like Steam

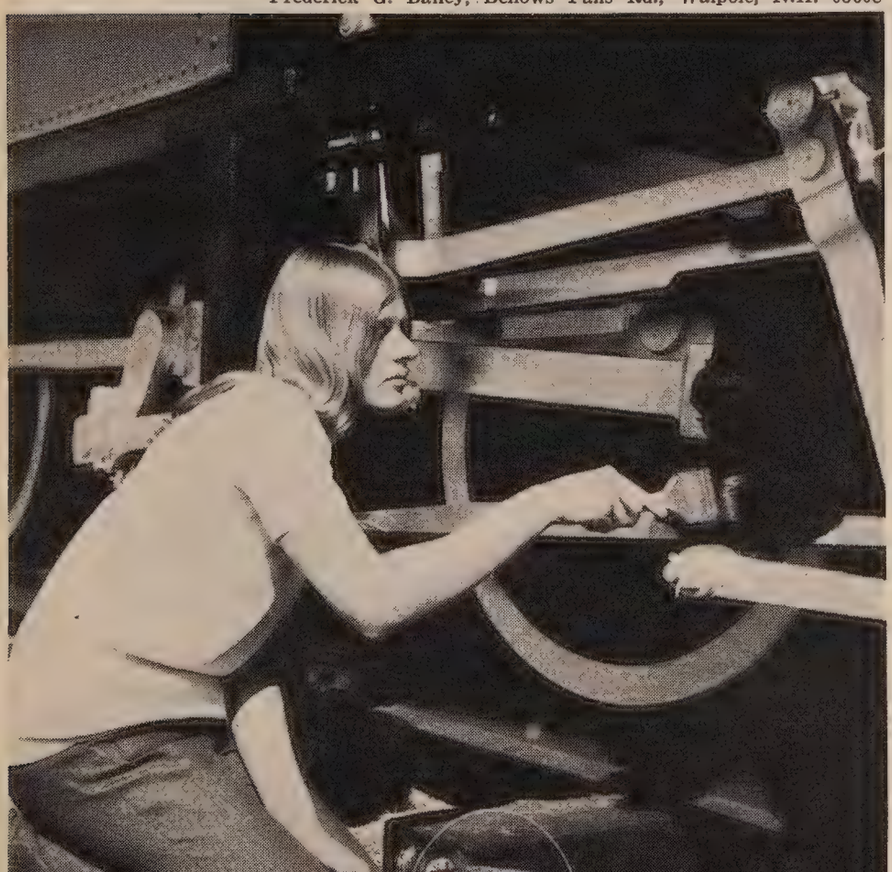
Slim and graceful Pamela Corns, formerly Pam Wescotte, enjoys working on ex-Pere Marquette 2-8-4 No. 1225 on Michigan State University campus, East Lansing, where the loco is displayed. She says the MSU Railroad Club hopes to put this Lima super-power back into service. To help achieve this aim, you can send tax deductible contributions to the club in care of the university; they'll be appreciated.
John B. Corns, 1614 Ambler St. S.W., North Canton, Ohio 44709

Even with that cap on, Cindy Vertein doesn't look much like a hogger as she descends from the cab of No. 6, a Lima-built 2-6-0 at the Mid-Continent Railway Museum, North Freedom, Wisconsin.
Gordon D. Emery, 152½ 8th St., Reedsburg, Wis. 53959

Hostess on the Oregon, Pacific & Eastern's steam train is vivacious little Becky Woodard. The train began operating last summer out of Cottage Grove, Oregon, powered by 2-8-2 No. 19, ex-Yreka Western, and will run there again next season. Maybe some readers will tell us of other young ladies with a fondness for steam power.

Jerrold F. Hilton, 17775 Rotalcrest Dr., Brookfield, Wis. 53005

Frederick G. Bailey, Bellows Falls Rd., Walpole, N.H. 03608



At Steamtown, U.S.A., in Bellows Falls, Vermont, you see blonde Judy Karmen of North Walpole, N.H., intently cleaning the rode of 2-6-2T No. 5, an engine from the old Tralee & Dingle Railroad in Ireland. She appears to be taking pride in her work. Steamtown is well worth visiting, even if Judy Karmen isn't there on the day you arrive.

Snow on the High Iron

Philip R. Jordan, P.O. Box 172, East Arlington, Vt. 05252

Two views of the snowplow that the Vermont Railway bought from the Canadian Pacific. The Alco diesel which pushes it came from the Soo Line. These shots were made last March 8th when Charles Bischoff was engineer, Supt. Carl Chapman plowman, and Mark Connors wingman. As you can see, the plow is not merely a static exhibit.

Snow-hooded lead unit, RS-108 8578, of *Atlantic Limited*, which had been freshly painted in new CP Rail livery, at Windsor Station, Montreal, Dec. 26, 1969.

David B. Shannon, 21 Echenay, Lorraine, Que., Canada

Hoosac Tunnel & Wilmington train and enginehouse at Readsboro, Vt., as they looked last January.
James B. Armstrong, 315 W. 106th St., New York, N.Y. 10025

Old Penn Central motors on snowy rails at Harmon, N.Y., Jan. '71.
Photo by Karl Zimmerman

On the Redwood Route

Photographed August 16, 1971, by Gary G. Allen

Fireman deep in a redwood forest takes water for articulated locomotive No. 46, a 2-6-6-2 on the California Western, which extends for 40 miles between Fort Bragg and Willits and operates freight and passenger trains. Note the skunk emblem.

George Palmer, a Cailfornia Western fire patrolman, with his speeder at Clare Mills, 30 miles east of Fort Bragg.

CW 46 at Willits, is shown near two Southern Pacific diesels.

Youth is watching fireman fill sand domes of loco No. 46.

The magic of night in a modern railroad yard is caught here in all its glory by the camera of Howard Pincus, of 5 Eldredge Place, Rye, New York 10580, showing two Erie Lackawanna freight trains on ready tracks at 8:10 o'clock under the arc lights at Port Jervis, New York, a year ago.

I Remember Steam Days on the

BOSTON & MAINE

BACK in the exciting years of steam operation, one of Boston & Maine's celebrated Mountain (4-8-2) types stood at East Fitchburg, Mass., for a change of crews and the refilling of her 20,000-gallon tender. She was on the road's longest and hottest through freight run—259.3 miles from Rigby Yard in Portland, Maine, to Mechanicville, N.Y.; and behind the tender, 75 cars carried potatoes, wood products, and manufactured goods.

From her cast-steel pilot and small smoke deflectors to smooth boiler jacketing, the 4-8-2 appeared huge, impressive, and handsome—a leviathan of the rails but as nimble as a gazelle. The R1 class represented one of Baldwin's best designs as well as one of America's largest 4-8-2's, having 73-inch driving wheels and 67,900 pounds tractive effort.

At the highball, her deep-toned whistle boomed out, echoing across the Massachusetts landscape, and she began the arduous climb of winding grades in the green-forested Berkshire Hills. On maximum grades of just over one percent, she worked doggedly up to East Gardner, leaving in her wake an acrid gray haze of soft coal smoke. Then downgrade into the Connecticut River valley at East Deerfield and finally uphill to Hoosac Tunnel's east portal. At this point, a three-unit electric denizen of the tunnel coupled on and hauled the almost still, but gently breathing, 4-8-2 and her train through the very bowels of Hoosac for over four miles. Finally, it was downhill for most of the way to Mechanicville.

In sharp contrast to the bigtime, modern, mainline operation of Mountain types, B&M's extensive commuter service in the Boston area offered mechanical geriatrics that were, perhaps, more of a joy to antiquity-minded rail buffs than the daily riders. The motive power included tall-stacked American types, fleet-footed Atlantics with 79-inch drivers, doughty Moguls, and even occasional Consolidations—power that had seen its glory years early in this century on the Fitchburg Division..

by BERT PENNYPACKER

Engineer and fireman pose beside 4-4-0 No. 51, train 118, at Scarboro Beach, Me.
Collection of R. Hanschka

Framed by the doors of the old enginehouse, Mogul No. 1493 heads in for the night at Clinton, Mass., in January, 1956, the last days of steam on the B&M.
Daniel A. Foley, P.O. Box 1101, New Canaan. Conn. 06840

Chuffing sedately into and out of North Station, they pulled strings of elderly wooden coaches to the quiet, elm-lined, suburban streets of Ayer, Reading, or, rarely, to Worcester.

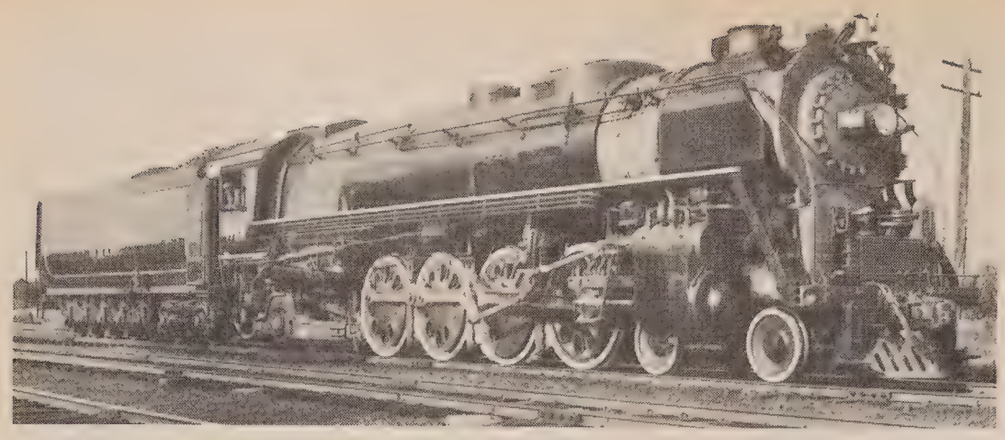
"In a way, that operation seemed like an ancient operating museum, but the old girls were well cared for and ran with surprising smoothness," recalls John Radcliffe, a retiree who spent forty years in B&M engine service. "I liked the Moguls best, because they had better adhesion and were less slippery. You could really dig in and make a fast getaway from a station stop. But one day they gave me a real clunker—a 900-series American type that apparently needed a boiler wash badly, for she groaned and wheezed as if suffering from acute emphysema and simply wouldn't steam And the thermometer had been taking a frigid nose dive all afternoon as a blizzard whipped inland from the turbulent waters of Boston Bay.

"Well, we pulled out of North Station on the 25-mile run to Lowell, and as the steam pressure needle sagged ominously toward the vanishing point, I wondered just how far we'd get. We dragged to a stop, delaying other commuter trains behind, while I helped the struggling tallowpot to raise steam against heavy odds. The dispatcher had long since received word of what was tying up his railroad, so at Wilmington he ordered the hogger on a Consolidation hauling a local freight to abandon his train in the yard and tow us to Lowell. Thereupon our ailing 4-4-0 became little more than a steam-heating boiler for the coaches. In my opinion, that was just about all the steam she could produce."

Except for the modern, high-horsepowered Berkshire, Mountain, and P4 class Pacific types, Yankee frugality dictated motive power policies. Most classes appeared as plain stock models of free-lance commercial builder design, with little or no expensive customization—traits common on most New England roads. New acquisitions came in small lots of fives or tens in which small-capacity tenders, small drivers, and modest power output predominated. But enamored care kept the old hogs running well, while rebuilding at Billerica Shops followed modern developments—as evidenced, for example, by feedwater heaters and Boxpok cross-balanced main drivers on 1916-vintage Pacifics and boosters applied to those built in 1923.

As late as 1920 the B&M's largest freight type was the 2-8-0. Then Alco began delivering the first of 30 big Santa Fe types.

"We called 'em 'mudsuckers' because they really gobbled up the coal," reminisces Mr. Radcliffe. "I recall making a few of my student road trips on them. Firing 'em was learning one's trade the hard way, for it was said that if you could keep a mudsucker hot you could fire any hog. They ran sluggishly, like mules dragging a prairie schooner across the desert; but they had the



One of the big Boston & Maine Mountain types, No. 4115, class Rld, the *Casey Jones*, was built by Baldwin in 1941. It is shown at Rigby Yard, Portland, Me.
Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

power and guts to double the tonnage of trains that were formerly handled over the Fitchburg Division by 2-8-0's. In later years, the 2-10-2 became strictly a drag-hauler, leaving the fast freights to newer power."

In 1924 Lima's noted mechanical engineer, Will Woodard, produced the first experimental superpower. His A1 2-8-4 had an immense boiler, 100 square feet of grate area, a feedwater heater, and a booster engine. This design was ultimately to have far-reaching effects upon B&M freight power. The name Berkshire came from successful test runs over the hills in western Massachusetts. With perhaps more surplus cash to spend than B&M had, New York Central's Boston & Albany line acquired a fleet of 55 Berkshires between 1926-'30. B&M's position demanded modern high-speed freight locomotives from its purely stay-even competitive standpoint as well as new power for thrifty and efficient operation. So in 1928-'29 Lima delivered Nos. 4000-4024, which were practically duplicates of the B&A machines. We use the name Berkshires, but it wasn't used on the B&M.

These early Berkshires represented what amounted to a souped-up Mikado with 28x30-inch cylinders, 63-inch drivers, and about 80,000 pounds tractive effort with booster. Unlike the B&A Berkshires, with the Elesco feedwater-heater tank overhanging the smokebox, B&M's version appeared in a somber hooded motif as exemplified by the Coffin feedwater heater, a little-used type. Those new 2-8-4's were a howling success. The men loved their speed and power and the big tenders which, for the first time, permitted through runs between Portland and Mechanicville with a cut of several hours in overall time.

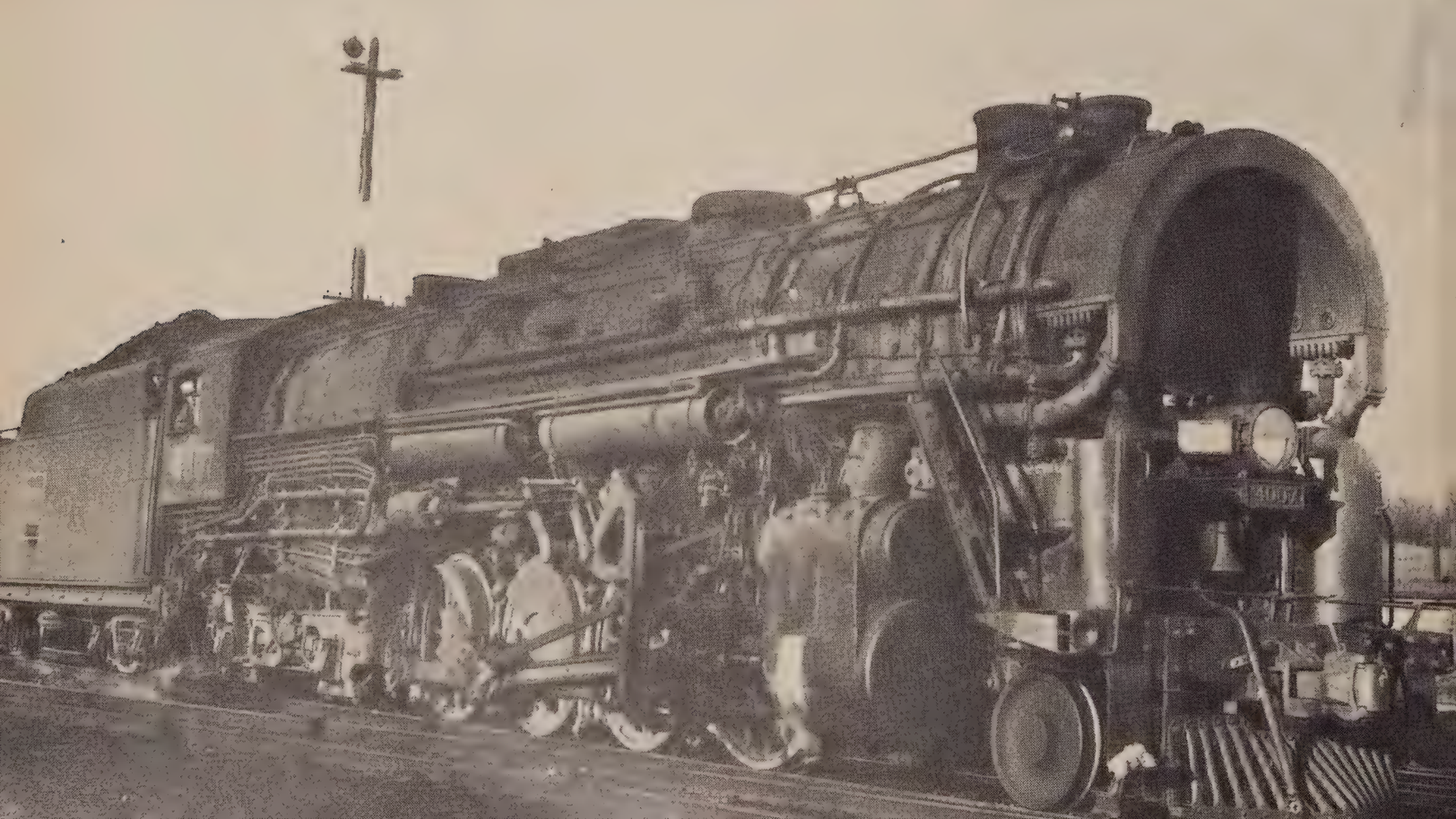
John Radcliffe remembers that he once fired a 2-8-4 over the Fitchburg Division for a grizzled old boomer hogger who evidently still had a lot to learn, despite his age.

"The fellow nursed an aversion against using boosters because he didn't believe in new-fangled gadgets and figured they would syphon off steam needed for the main cylinders," John explains. "We had train BM9 tightly twisted around a triple reverse curve on a 1.25-percent grade as the drivers began slipping and speed dropped to a crawl. The runner sweated, used sand, but made no move toward the booster cut-in valve. Then we stalled.

" 'What are you going to do now?' I asked. 'This is what happens when you don't use the booster.

"This infuriated the old goat. He called me a wise guy and blamed the whole thing on me as he pointed dramatically to the steam gage that registered ten pounds below the popping-

Collection of Harold K. Vollrath, 8938 Maple Drive, Shawnee-Mission, Kan. 66207
Recognizable anywhere were these big T1 class Lima-Built 2-8-4's with their distinctive Coffin feedwater heaters.



off point. Had I provided enough steam, we'd never have stalled, so it was all my fault. Then two attempts at starting failed. The old boomer just about sent my whole fire off the grates and up the stack while trying to pull out every drawbar in the train. Finally, he said that if I knew so damned much about how to run an engine, I should take his place and start her.

"This put me on the spot. I had handled a few engines and observed hoggers at work, besides figuring I had the feel of an engine under steam, which is most important; but to be put suddenly into this position unnerved me. I built a good fire and had her popping. Then, belying my shaky nerves, I strode confidently across the cab. Backing downhill, I laid a half-mile of sand onto the rails and bunched the slack. After cutting in the booster, I slowly opened the throttle and babied her into motion with gentle nudges.

"Will Woodard must have known what he was doing when he laid out those babies on his drawing-board, for she started steadily upgrade, to the amazement of the shamefaced hogger who had just let a young kid fireman show him up."

Later on that same trip, the hogger displayed a sense of fear about riding a steamer through the four-mile Hoosac Tunnel.

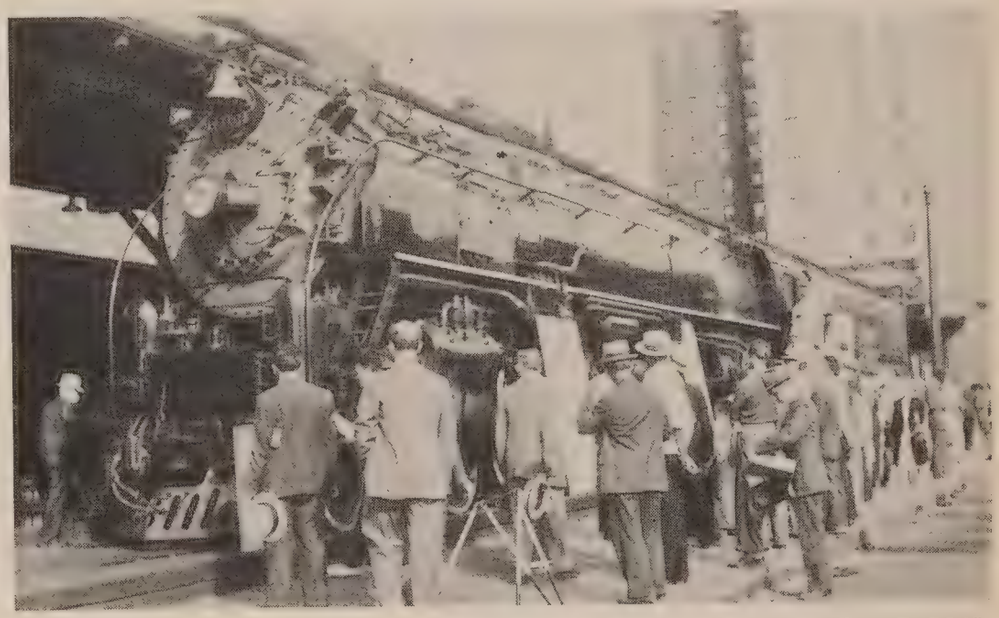
"Years ago, I got my fill of coal gas while working on the Lackawanna and ended up in the hospital several times," he stated. "You can just stay here if you like, but I'm goin' up ahead and ride the electric hog."

Radcliffe wondered how the old guy would have felt about going through Hoosac *before* it was electrified. As America's first great railroad tunnel, the Hoosac took 25 years to build and was opened for traffic in 1876. Early in this century, B&M used the great power of two 0-8-8-0 and four 2-6-6-2 Mallets to pull trains through it on the theory that they need not be fired inside the bore if they entered under full steam pressure.

Electrification in 1911 put the Mallets out of work. The 0-8-8-0's were sold to the Bingham & Garfield, while the 2-6-6-2's went to Maine Central for pusher work between Bartlett and Bretton Woods, N.H., passing through the scenic Crawford Notch.

Nearing either portal of Hoosac Tunnel, four miles plus, 25081 feet in length, the fireman of a steam hog turned off all appliances and let his fire burn low. Since long downgrade runs led away from each portal, fire revival

Yes, Virginia, there were "loons" back then, too. Photo was taken August 25, 1935, on Boston Chapter of Railroad Enthusiasts fantrip at Greenfield, Mass.
Russell C. Joslin, 8431 E. Edgemont Ave., Scottsdale, Ariz. 85257



No. 4116, the *American Progress*, as exhibited in Boston when new, Nov. 7, 1941.
Collection of Harry A. Fry, 14 Riverside St., Hooksett, N.H. 03106

It's an icy day in January, 1938, as a Sunday special snow train doubleheads with No. 3703, an Alco P3a Pacific, on the point. Scene is at Concord, N.H.
Thirty-Five Slides, 24 Court St., No. 219, Colorado Springs, Colo. 80904

at the other end created no problem.

Then three Baldwin-Westinghouse box-cab units backed on and coupled up, their raised pantograph arms reaching to grasp the 11,000-volt catenary wire above. Each unit weighed 130 tons and exerted 72,000 pounds tractive effort, so it was no problem for three of them to pull a heavy train and steam loco at 25 to 35 mph over nearly eight miles of wired route. At the tunnel's midpoint, a huge ventilating shaft penetrated down through the mountain, and a small building housed tunnel and train inspectors.

Beginning in 1934, B&M made its final purchases of steam power, 18 handsome Mountain and 10 Pacific types that represented the finest steam ever to pound over Yankee high iron. In design details, both types looked very much alike, with identical front ends, small and neatly-contoured smoke deflectors, and smooth boiler jackets. The principal differences seemed only to be in number of driving wheels and sizes of drivers and tenders. The Pacifics also had boosters, the Mountains did not.

The acquisition of Pacifics 3710-3719 from Lima and Mountains 4100-4117 from Baldwin during the years 1934-'41 brings up two puzzling questions. Why did the B&M suddenly turn to Baldwin, whom they had seldom patronized, and why did they switch from the very successful Lima Berkshire? Since the orders were cautiously doled out in lots of only five at a time, and since all builders sought whatever business they could get during the depression of the 1930's, it hardly seems possible that order backlog delays at Alco or Lima would affect these B&M requirements. The Baldwin success undoubtedly stemmed from Eddystone's low bids on the purchase contracts.

Regarding Berkshire vs. Mountain, both had about the same basic main cylinder tractive effort, but the 4-8-2's had no boosters. Even though high-speed 2-8-4's with larger drivers were now available, the Boston & Maine needed fast horsepower with 73-inch drivers. But many mechanical men shied away from the two-wheel front truck which some roads used effectively in speedy work. Thus the new 4-8-2 shaped up as a super-locomotive, powerful and yet as fast as a cheetah dashing for its prey, a dual-service machine used occasionally in passenger work and idolized by the men who ran them.

During World War II, the B&M management thought so highly of these 4100's that they published a personal

A typical Boston & Maine local is pulled by a Mogul type at Medford, Mass., in February, 1931. Note old wooden cars.
Collection of Bert Pennypacker

Collection of Richard A. Hoisington, 6 Park Ave., Derry, N.H. 03038

Engineer awaits departure time to take his local train from Danvers, Mass., back to Boston, around 1939. As most Boston & Maine commuter cars had no generators, locomotives had an oversized generator to supply the cars. With the engine running tank first, a cable had to be strung from the end of the coach roof to a receptacle on the smokebox.

diary of one as a magazine advertisement, listing her runs for an entire month. This official record proved an eye-opener, especially because the big 4-8-2 spent a bare minimum of time off the road for servicing.

Our retired hogger, John Radcliffe, recalls a runner who stooped to sneaky tricks in order to draw a 4100 rather than any other hog. He'd go to extremes to find something mechanically wrong with a Berkshire or Santa Fe, or else he'd use diplomacy to persuade a roundhouse foreman to assign him a 4-8-2. But he was nearly dismissed when a master mechanic thought he'd gone a bit too far and deliberately sabotaged an unwanted engine.

Back in 1938, two youthful railfans named Frederick H. Richardson and the late F. Nelson Blount, founder of Steamtown, published a 206-page book titled *Along the Iron Trail.* Their favorite locomotive was the big and handsome B&M 4-8-2. For the frontpiece, the lads wanted to don engineman's attire and be photographed on the pilot of a 4100, but alas! B&M brass collars said no. As reported in *Railroad Magazine*, a composite photograph solved the problem. A separate picture of the two fellows was superimposed convincingly on a frontal view of the loco.

Later, the company officials affixed nameplates to the Mountain and P4 class Pacific types, 28 in all. The names were chosen from thousands submitted by school children in a contest, each name being inscribed on a flat steel plate fastened to the running board. Since these weren't cast plates, the ordinary wear and tear of dirt and weather led to a high plate mortality rate. We wonder if hardware collectors own any of them. One is in Edaville Museum. Here's a list of the names:

Mountain (4-8-2) type, class R1a: 4100, Endurance; 4101, Hanna Dustin; 4102, Cardigan; 4103, Oliver Wendell Holmes; 4104, Bee and Emma; class B1b: 4105. Pow Wow River: 4106, Little John; 4107, Intrepid; 4108, Lily Pons; 4109, Bumble Bee: class B1c: 4110, Calvin Coolidge 4111, Trojan; 4112, The Swallow; class B1d: 4113, Black Arrow; 4114, Invincible; 4115, Casey Jones; 4116, American Progress; and 4117, Hercules.

Pacific (4-6-2) type, class P4a: 3710, Peter Cooper; 3711, Allagash; 3712, East Wind; 3713, Constitution; 3714, Greylock, class P4b: 3715, Kwasind, 3716, Rogers Rangers; 3717, Old North Bridge; 3718, Ye Salem Witch; 3719, Camel's Hump.

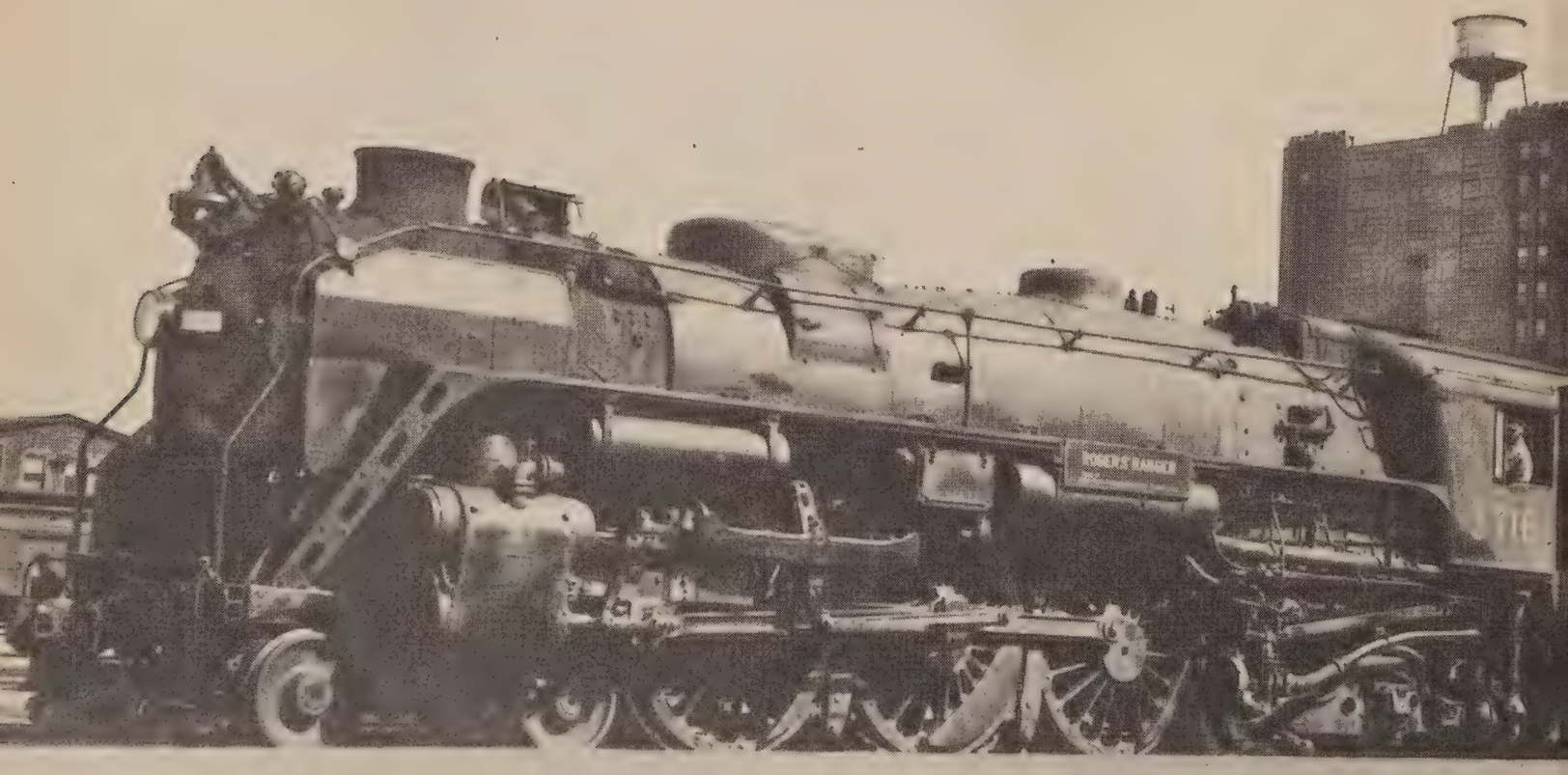
B&M 3697 was ex-Delaware, Lackawanna & Western 1191, built by Brooks in '24.
Collection of Harold K. Vollrath

Built in the superpower era and removed by a decade from the standard heavy Pacific type as most of us knew it, the Boston & Maine's P4 class was something different, a machine whose beauty covered built-in concepts of horsepower and stamina seldom found in earlier Pacific designs.

Will Woodard's Lima team gave B&M's biggest varnish-hauler the largest driving wheels ever used on that road, 80 inches. The 52,800 pounds tractive effort with booster was supplied by 23x28-inch cylinders and 260 pounds of steam pressure. These items were well suited to hauling the medium-speed *Minute Man* over the Berkshires to Troy, N.Y. They really excelled on the B&M's portion of the through route to Maine vacation points, where plush and aristocratic named trains like the *Bar Harbor Ex-*

Collection of Bert Pennypacker

One of B&M's huge class P4b Pacifics, No. 3716, was named *Rogers Rangers* (note name plate attached to running board.)



Boston & Maine 2-8-0 No. 2413 pulls a local varnish out of West Medford, Mass. This class K7 loco was built by Alco.

press, State of Maine Express, and *East Wind* kept up a 50 mph average between Worcester and Portland, bypassing Boston to save running time.

The company really needed these new and bigger engines, because air-conditioned cars made certain passenger trains too heavy for the older power. And for the first time, it brought about a non-stop Boston-Portland run, for which the P4 tenders carried 12,000 gallons of water.

The redhot *Kennebec Limited* made this 115-mile run in 125 minutes by the timecard. But several of the best runners took it upon themselves to shave extra minutes off the regular time. They wanted to see how close they could come to the 15-minute faster timing of the stainless-steel, diesel-powered *Flying Yankee*, which the B&M had pioneered back in 1935.

"Riding the cab of a P4 at 75 or better was perhaps my most thrilling experience in forty years of railroading," says John Radcliffe.

The B&M was a clever iron-horse trader, buying and selling locos far and wide in a thrifty Yankee manner. Through the years, New England short lines such as the Barre & Chelsea and the St. Johnsbury & Lake Champlain stayed in business with ex-B&M power, chiefly 0-6-0 and 2-8-0 types. Then in 1943, B&M itself invested in some second-hand locos to help get through the World War II effort. Four heavy Pacifics, Nos. 3696-3699, came from the Lackawanna, for whom Brooks had built them in 1924 with 70-inch drivers for fast freight work. Several electrics came from New Haven to bolster up the Hoosac Tunnel pool, the ex-New Havens being more or less similar to those already in use.

Perhaps the biggest economic problem of operating a New England steam road was that coal had to come at great expense from mines in faraway western Pennsylvania or West Virginia. This hastened B&M dieselization. December '43 saw the arrival of the first FT freight units from Electro Motive, three 5400-hp. four-unit jobs numbered 4200AB-4205AB. Three years later there were 48 FT's, enough to banish steam from the Mechanicville runs and tear out the Hoosac electri-

This photo and one above from collection of Bert Pennypacker

Boston & Maine's No. 3234, a 4-4-2 Atlantic-type, class J1, built by Alco from 1902-1909. Note continuous handrail down smokebox side, an old B&M practice.

No. 933, a 4-4-0 American type, as seen rebuilt with piston valve cylinder.

fication which had served well for 35 years. All this led to some unusual sales of modern steam power.

Reeling under the impact of World War II traffic and unable to get enough new diesels quickly, two Western roads were happy to acquire surplus B&M 2-8-4's as a stop gap. In July '45 the Santa Fe bought seven of them, which they renumbered 4193-4199. A month later ten additional Berkshires journeyed to Southern Pacific lands to become Nos. 3500-3509.

Both new owners made mechnical changes to suit their own needs. Santa Fe disconnected the boosters, applied larger 27x32-inch main cylinders, and took out the Coffin feedwater heater from one engine, the 4197. Espee's El Paso shops removed most of the Coffins. Some engines became oilburners (complete with traditional whaleback tenders) and lost their boosters. All 17 of the relocated Berkshires on both roads were gone by 1950.

Although the Baltimore & Ohio had been a foremost diesel pioneer from the early 1930's, it nevertheless built new steam 4-8-2's at its Mt. Clare shops in Baltimore as late as 1948 and built America's last Mountain type.

No wonder B&O in 1947 seized the opportunity to get all but one of B&M's 18 magnificent 4-8-2's, setting four of them aside for spare parts supply and putting 13 onto its roster as Nos. 5650-5662 and running them in its high-speed 4-8-2 territory between New Castle Jct., Willard, and Chicago. They were somewhat larger than B&O's own breed of T3 Mountains. The men liked them and they ran until 1958, more than two years after steam had made its last run on the Boston & Maine with Moguls 1455 and 1498. ●

Photos on this page from Bert Pennypacker collection

Southern Pacific Berkshire No. 3501, class B-1, is shown at Roseville, Calif. This engine, built by the Lima Locomotive Works in 1928, originally belonged to the Boston & Maine, which converted her to burn oil. She was sold to SP in 1945.

INTERESTING RAILFANS No. 108

NATHAN KING

by FREEMAN HUBBARD

Car repair man Nate King checks on Pullman car *Cynthia* for Michigan Railroad Club

THERE is no color line that we know of in the railfan movement, no club with a "white membership" clause in its charter. People of all races enjoy the hobby and read and contribute to our magazine. This month we introduce genial, brown-skinned Nathan King of the Michigan Railroad Club. Nate was a Pullman porter for fifteen years. He has served the MRC as safety chairman and is the club's train porter, supply man, and repair expert, with considerable electric and mechanical experience.

On fantrips he has charge of the *Cynthia*, a Pullman car which the group bought from the Illinois Central in May, 1970. The *Cynthia's* home is Brush Street station of the Grand Trunk Western in Detroit. It is a 10-6 center-bedroom type with 4-wheeled roller-bearing trucks and a single vestibule. Built for the Nickel Plate as the *City of Lima* in 1951, it was sold to IC when the NKP dropped passenger service in 1965. The IC completely repainted the car and renamed it *Cynthia*, from an on-line station in Mississippi.

Checking over its repair card, Nate learned that the car had been running between Chicago, Miami, and New Orleans. Thus far the club has used it on eight or nine trips. It will probably ride the rails on the club's early December journey to the Hudson Bay Country via Toronto.

"The *Cynthia* gets as much attention as his own automobile," Nate's wife says. "He will badger the trip chairman if he thinks a certain job needs to be done on that car. Even when we were on a private tour of Egypt in 1965, Nate had to get things done his way, We boarded a train at 12:30 a.m. during a two-minute stop in the desert and arrived in Cairo at seven. An hour before we got off, he made up our berth himself and we sat watching the sun come up. I don't think the bright sunrise outshone the satisfaction that this ex-porter had worked out on an Egyptian berth. No doubt the Egyptian porter thought, 'More strange Americans!' "

It was Gaylord D. Knudson, a fellow member of Michigan Railroad Club, who nominated Nate King for one of the *Interesting Railfans* in *Railroad.*

"Nate has many friends and makes new ones wherever he goes," Walter R. Weibel tells us. "In 1969, the Pullman Company had gone out of business just before our club scheduled an excursion from Detroit to San Francisco and Seattle, so the Northern Pacific hired several college students to work as sleeping-car attendants on our train. Nate and his wife were with us on that trip. He noted a collegian in our car making up berths for the night, quietly took him aside, and showed him the fine points of 'Pullmanship.' More recently on a club trip with the *Cynthia* to Capreol, Ontario, via Montreal, he demonstrated his ability at 'local negotiations' by arranging with the Canadian National dining-car crew to prepare breakfast for us in advance of the eastbound train."

Says Frederick G. Dewey, another club member: "Nate is a valued and well-liked MRC personality and was trained so thoroughly in standard Pullman Company methods that he is reluctant to deviate from them."

Nate made these GTW shots while on fantrips sponsored by Michigan Railroad Club, of which he is a member.

No. 108's volunteer work for the club is largely keeping the *Cynthia* in shape, making minor repairs himself, and getting major ones done by the GTW's car repair man. Several times Nate has removed the complete frame and glass of a broken car window, taken it out to a glass company, had it fitted with new panes, and then reinstalled it in the car. Being a likable character, he can cajole GTW car repair men and electricians sometimes into making small repairs, recharging batteries, and so on.

"I also check on the club's equipment and supplies to be sure we have enough on hand for trips," he states. "For example, we carry spare Pullman brakeshoes in a car locker, as they are hard to get en route if needed. We have just had the brake cylinders and triple valve cleaned and rebuilt. Our next project is to find a freon leak in the air-conditioning system." (Freon is an odorless, colorless gas used in refrigerating.)

According to Edward G. Merriam of Detroit, Nate is a man of many talents who as a youth graduated from Cass Technical School in Detroit, majoring in mechanical drawing, later took a course in electric wiring and automobile mechanics, and played basketball, became a Boy Scout leader and commissioner, and has always loved nature, especially birds and gardening.

"A cherished invitation is one from Nathan and Mary King to their annual Christmas breakfast," Ed tells us. "They invite 100 or more guests each time and feed them in instalments from 9:30 a.m. to about one p.m. It is interesting to watch Nate assist his wife with the technique he learned in his Pullman and dining-car days."

Our subject was born in Fitzgerald, Ga., on August 14, 1904. His father worked as a boxcar repair man for the Atlanta, Birmingham & Atlantic and with the wrecking crew. The boy spent the first eight years of his life near the tracks and traveled on his father's passes. Then the family moved to an integrated neighborhood on Detroit's West Side and the father carried on his trade for the Michigan Central, later going to work for Ford Motor Company. Money was a scarce article in the King family in those days.

A neighbor let the lad read copies of our magazine, then called *Railroad Man's*, and *The New York Times*. Both of them whetted his desire to travel. Also, Nate listened wide-eyed to tall tales related by a couple of railroaders in a barber shop. These men dressed well, so the youth decided that railroading must be a good way to earn a living. The barber advised him to get work as a Pullman porter and even gave him carfare and lunch money for that purpose.

A six-foot friend went along with Nate to the Pullman employment office where they both applied for jobs. Nate was only five foot six. The Pullman man hired the tall companion but shook his head at Nate. "Shorty, we can't take you."

Nate's face fell. A man standing nearby, who happened to be J.P. Leach, a Pullman vice president, asked sympathetically: "Son, have you ever been to Buffalo?"

"No, sir," said the youth.

"Cleveland . . . New York . . . Chicago?"

To each Nate's reply was the same.

Mr. Leach turned to the employment clerk. "Give the boy a chance to travel."

Nate beamed with joy. He filled out an application blank and supplied references from the corner grocer and butcher (to which the family owed a large bill) and the minister of his church. Hired for $70 a month, which was good pay for a young man in those days, he went into training.

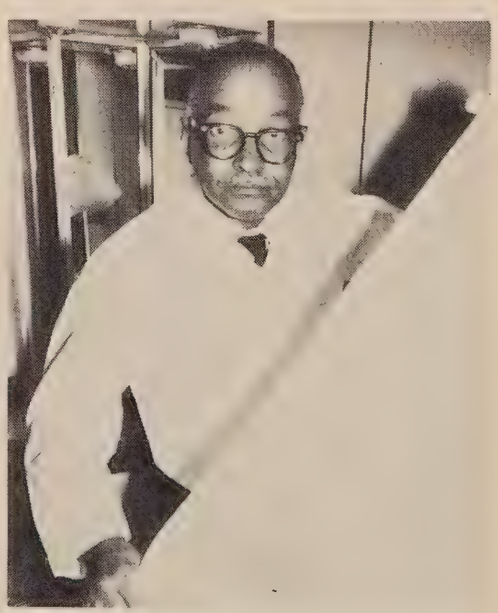
In time, fairly bursting with pride and a desire to please, he journeyed to Buffalo on his first student trip. Even now, half a century later, he looks back on that trip as one of the happiest days in his life. His only previous paid job had been as mess attendant aboard the steamer *Tashmoo*, which plied the Detroit River, Lake St. Clair, and the St. Clair River between Detroit and Port Huron, during a school vacation.

"What I liked about being a Pullman porter," Nate recalls, "was the traveling carefree life and an opportunity to see the major cities in the United States and Canada. I worked on just about all the crack trains in those two countries—in the North, South, East, and West—but only on extra assignments. Although I put in fifteen years with Pullman, I never held a regular run, which I resented."

One evening a drunk boarded his train on the Detroit-Muskegon run, and Nate guided him to a berth. The passenger showed him a handful of change, saying: "I'm putting this money under my pillow for the porter to steal." Several times during the night he woke up, rang for Nate, and demanded: "Porter, did you steal that money yet?" Each time the answer was "No, sir." When morning dawned, the passenger, now repulsively sober, told the porter: "Since you didn't steal the change, you don't get any tip. I always put coins under my pillow for the porter to steal."

"Working on trains, you meet all sorts of people," Nate says reflectively. Another unusual character was Walter O. Briggs, a wealthy shipper, confined to a wheel-chair, who boarded his Michigan Central train at Detroit. It was *The Royal Palm*, an all-Pullman seasonal run. Mr. Briggs was invariably given the center drawing-room, while his secretary occupied an adjoining compartment. Although the demand for accommodations on *The Royal Palm* was heavy, the railroad refused to sell additional space in that car after the wealthy invalid had been wheeled aboard.

When Mr. Briggs rang the bell, his secretary would answer and would then tell Nate what was wanted. At all important stops between Detroit and Miami, the railroad passenger agents would check to see if the elderly ship-



Nate King on Pullman car *Cynthia* in the role of porter is sweeping the carpet and expertly making up a berth.

Wreck on the Grand Trunk Western near Lepeer, Mich., about 1936. A passenger train with deadhead cars on front end ran through an open switch into a string of freight cars that stood on a sidetrack, injuring the baggage man.
Photograph by Nathan King

per needed anything, and a wheel-chair was always kept ready for Mr. Briggs when he left the train in Miami.

A different type of well-to-do passenger, Mrs. Dodge, occasionally rode *The Detroiter* with her grown son, Horace. They occupied drawing-rooms A and B. One day Mrs. Dodge rang the bell and inquired: "Porter, did my son tip you satisfactorily?" She herself was a generous tipper but was not sure about her offspring. All that Nate could say was: "Yes, Mrs. Dodge, he did."

Our *Interesting Railfan* confided to us the other day that he had really wanted to answer: "He gave me only five dollars for the two drawing-rooms. That much for each drawing-room would have been satisfactory."

Whenever Horace Dodge traveled alone between Detroit and New York he expected a pot of black coffee at 5:15 a.m., but he wouldn't mention this requirement in advance to the porter. Nate learned about it only by chance from a fellow porter. The passenger would ring the bell and stick out a hand to grab the coffee pot when Nate brought it.

Our subject is of average height, weighs 160 pounds, wears glasses, dresses neatly, and carries himself as erect at a grenadier. He has a ready smile and is easy to get along with. His wife, the former Miss Mary Hines, is youthfully pretty. Her skin, hair, and eyes are brown; and inasmuch as she is a dietitian, you can bet she feeds her husband in a manner calculated to keep him healthy, vigorous, and happy. Nate eats rapidly. He drinks more fruit juice than water, but prefers a little wine with dinner. Like most railfans, he never smokes. In general, he takes life leisurely. The Kings have no children.

"How did you happen to get interested in the Michigan Railroad Club?" we asked him.

Well, *Railroad Magazine* regularly lists the club's fantrips in its *Coming Events* section. Nate read such an announcement, went on a trip, then on several other MRC excursions, joined the club in 1961, and has taken an active part in its doings ever since. Other avocations of his are mechanical gadgets, railroad photography, photo finishing, travel in North America and overseas, and working with electricity.

The dining-room walls of his Detroit apartment at 7607 Ironwood Street are decorated with such scenes as a Silverton narrow-gage train with steam engine 476; a pencil sketch of a Hudson, class J-3A, by J.D. Henry; a color panel showing a Union Pacific train in western Kansas, by Oscar Berninghause; and a picture by Paul Detlefsen entitled "The Red Caboose."

Nate's pet aversions include littering, vandalism, and lack of respect for other people's rights and property. Also sloppy dressing. On those occasions when he is disturbed, when troubles seem to gang up on him, the ex-porter finds surcease by taking a nap or turning his attention to something mechanical or electrical that he can fix. One of Nate's favorite sayings is, "Let's be practical," which his wife attributes to his mechanical background. She herself believes in intuition.

We asked, "What was the biggest mistake you ever made?"

He shot back, "Not being able to hold onto Hearst Newspaper stock in the 1930's." ●

PASSENGER TRAIN SURVEY

Leaving Los Angeles Union Terminal, Aug. 23, 1971, going to San Diego, the Amtrak *Turbotrain* passes *Super Chief*.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

AMTRAK is catering more to riders in the East than to those in the West. This is evident from the buying plan adopted by the National Railroad Passenger Corporation whereby 600 relatively new cars from Western roads have been shifted to Eastern routes. The Western equipment is luxurious because it was designed and built for tourism and long overnight journeys.

Well over two-thirds of the total Amtrak fleet of 1,200 passenger cars, picked with care from a national inventory of 3,500, come from railroads that have run west of Chicago. The Santa Fe, for example, has sold Amtrak 447 cars, virtually its entire stock. These cars are in excellent shape, with an average age of about ten years. Penn Central has not yet released any rolling stock to Amtrak, although the latter is dickering with the bankrupt giant for 100 of its best cars. Aside from purchases, Amtrak is leasing 12 new *Metroliner* cars which Budd built for the high-speed test project between New York and Washington. These cars had been withheld from service because of mechanical defects in the *Metroliner's* original equipment.

Like the cars introduced recently on overnight runs of the once-great *Broadway Limited*, the equipment newly acquired from Western roads has already brought about a major improvement in service, reports Amtrak's president,

Harry P. Albrecht collection, 40 Wilton Ave., Clifton Heights, Pa. 19018

First Canadian Pacific train hostesses include Kathy Meropoulis, Knighton Jct., Alta. (left) and Cheryl Priest of Calgary, Alta. There are four train hostesses on the CP staff and all are in the Calgary-Red Deer-Edmonton *Dayliner* service.
CP Rail photographs

Roger Lewis. These cars are products of the ebullient mid-1950's, the Indian summer of passenger-train operation, shortly before Congress let down the bars that had been preventing a stampede of train abandonments.

An innovation due to these purchases from the West is the use of dome cars for the first time on several Eastern roads, including the line between Harmon, N.Y., and Buffalo; between Newport News, Va., and Chicago, and between Chicago and St. Louis. Also included in the Amtrak fleet are 288 sleepers, 188 luxury coaches, 244 overnight coaches with leg rests, and 140 diners.

You may remember that the Wabash (later Norfolk & Western) used dome cars on its runs between Chicago and St. Louis, although the Gulf, Mobile & Ohio did not.

A Pennsy express, New York to Washington, with D-16 5157, just south of West Phila. station in 1898.

AMTRAK's multimillion-dollar *Turbotrain* completed a 12,000-mile tour of 28 states in the U.S. by pulling into Grand Central Terminal, a block from *Railroad Magazine's* office, on September 8th at 9:50 p.m., right on time. The demonstration had been arranged to promote Amtrak, to restore the public's confidence in the kind of rail passenger service that could be expected in the future. Everywhere the gleaming streamliner went it drew enthusiastic comments from its nearly 250,000 riders. Allen Maraynez, a college student who disembarked at Grand Central with a silver guitar case, said: "It was just like riding a Boeing 707, very fancy, very smooth."

"The cars were good and the air-conditioning was good, everything was good except there were no footrests," said John Smith, a Manhattan businessman. "The best thing was that no time was lost in the stations."

And John Caemmerer, a New York State senator who is head of the joint legislative committee on transportation, stated: "The train is terrific but the roadbeds are deplorable. He added that the *Turbotrain*, which is capable of speeds up to 170 miles per hour, had to slow down to 30 on certain stretches because of poor roadbed. But an Amtrak publicity pamphlet boasts:

Amtrak people *want* to give you good service. Tell them what you want, and don't hesitate to make suggestions. Our aim is to serve you. Count on us. There's no limit on how far we'll go to give you a better trip.

JERSEY CENTRAL has just completed a $120,000 coach rehabilitation program to make 52 of its older commuter cars more attractive for many of its 15,000 daily riders. All 52 were given new vinyl floor covering and new-style lights for more illumination. The latter is important, because most commuters read newspapers, books, or magazines while traveling. The refurbishing was done at the CNJ shops in Elizabethport, N.J., at the expense of New Jersey taxpapers.

ALTHOUGH the Canadian National's *Super Continental* had about 85 percent of its seats filled during the summer business boom, train crews sometimes outnumber the passengers on winter runs of this and other transcontinental trains in Canada.

Such seasonal variations create one of the main problems as the Canadian Transport Commission sifts through

Amtrak has dropped the once-famous *Florida Special* (SCL), shown leavin West Palm Beach last Jan. 9th.
G. W. Gerhart, Box 245, Miami, Fla.

231 briefs in an attempt to work out a policy of integration for transcontinental services operated by CN and Canadian Pacific. The Commission is expected to call for public reaction on a final integration proposal.

The integration of the two services has been undertaken because the *Super Continental* and CP Rail's *Canadian* lost $30 million in 1969. The Commission has declared the two lines uneconomic but ordered them to continue operating, with up to 80 percent subsidy from the federal government for their losses, while it looked into meshing the two services.

The cost to the government would be about $24 million annually to continue operating the transcontinental trains at the present level of service, even though the Commission would probably end needless duplication of service and cut the frequency of operation.

But there are bright spots in the picture. CP Rail now has a train hostess riding each of its air-conditioned streamliners running between Edmonton, Red Deer, and Calgary. Four hostesses have been hired. These girls, smartly dressed, assist passengers en route and, on request, serve snacks and beverages. The service was inaugurated August 29th. Coffee, milk, and soft drinks are dispensed on airline-type trays with rolls on morning runs, sandwiches at night.

These four young ladies are the only train hostesses that CP has ever had, although CP has had airline hostesses for many years. In fact, the new train girls received CP airline hostess training.

On the same date, the frequency of Monday-through-Friday service was doubled. In preparation for this, the self-propelled *Dayliners* were overhauled and given a new exterior paint scheme like *The Canadian's* and reclining armchair seats. The revised seating scheme gives each *Dayliner* a 56-passenger capacity.

HIGH-SPEED rail service between downtown Baltimore, Md., and its Friendship Airport is recommended in the hitherto secret report on a $92,874 study financed by the Government. This report was submitted to the Deparment of Transportation on Nov. 25, 1970, but DOT never publicly acknowledged it nor disclosed its contents to the public. However, the National Association of Railroad Passengers has revealed its findings. The 184-page technical study, conducted by Gibbs & Hill of New York, was summarized as follows:

This study indicates that the most attractive method of providing rail access to Friendship International Airport from the metropolitan centers of Washington, D.C., and Baltimore, Md. would be through the implementation of a high-speed electric service running directly to a new railroad terminal at the Airport from Union Station in Washington and Camden Station in Baltimore. Use would be made of existing Penn Central and Baltimore & Ohio Railroad routes and facilities, with a connection between the two at Winans, and an additional track on the Penn Central.

NARP, usually accurate in railroad observations, says Amtrak is losing more money than was expected and will have to ask Congress for an additional appropriation before winter. Some critics maintain that Amtrak is doing little to economize but is acting chiefly as a conduit to pay high bills from the carriers for operating the service.

The State of Ohio is one of the parties which wanted Amtrak passenger train service between Buffalo and Chicago added to the basic network.

By agreeing to produce $1.9 million from the state treasury to help pay the bill, Governor John J. Gilligan played a major role in having the service added.

Now Amtrak officials want payment. Ohio is not alone, however. None of the other states which asked for Buffalo-to-Chicago service has made any cash contributions, either.

WE GET disturbing reports that the Seaboard Coast Line's trains between New York and Florida sometimes have have been running late, even though Amtrak took over the intercity passenger system last May and SCL has recently discontinued its popular *Florida Special*. Furthermore, the once-cooperative Santa Fe is now refusing to handle tour-group-owned private cars, while passengers in many areas continue to complain of discourtesy from the personnel.

"These fundamental problems will persist as long as passenger service re-

Southbound, Seaboard Coast Line's *Silver Star* was 72 minutes late easing down East Avenue in Clearwater, Fla., last April 25th as Mary Ellen Bundschu waved at the engine crew.

William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

mains under the direction of individual railroads," NARP editorializes in its 4-page monthly magazine. "As of the beginning of August, Amtrak refuses to build its own organization with its own employes. Amtrak intends to rely on service contracts with railroads. That, in our opinion is not enough . . . Amtrak must have its own employes running its trains."

An "inside" Santa Fe employe, now working for Amtrak and kept anonymous for obvious reasons, was interviewed by Paul Rayton of *Rail Travel Newsletter*. Paul referred to a recent trip of the combined *Super Chief* and *El Capitan* with 450 passengers.

"With so many people to feed," the questioner said, "You must have had quite a dining-car crew."

The reply was "Here is where they're cutting back most. There are more angry passengers, more lost checks (i.e., people ducking out without paying), and poorer service all around. That load of 450, for instance, was on a week-end night and the train went out with a 'short' crew, just 4 waiters.

"In the summer of 1970, when the Santa Fe alone ran *El Capitan*, we always had 6 waiters, 2 stewards, 2 pantry men, one chief, one second cook, a third cook, two fourth cooks ('dishwashers'), a lounge-car attendant, and 2 men in the lower-level 'Kachina Room Coffee Shop.'

"This past summer they cut the crews back. A 'full' crew now consists of 5 waiters, a steward (plus a part-time steward who goes out if they think there'll be a heavy load at lunch or something), one pantry man, one chef, one second cook, one third cook, one fourth cook, a bar man, and one man in the Kachina Room. That's it. We've lost 6 men from the crew."

"But these aren't the only cut backs in Santa Fe long-distance passenger service. They're also phasing out all registered nurses. No more will be hired. The only requirement now is a hostess with a pretty face.

"Also, we're having mechanical problems such as we never had before. On a recent trip of *El Capitan*, we had 7 coaches, no less than 4 of them with non-functioning 'automatic' doors . . . and in July one sleeping car had the heat on! Amtrak, hah! I have yet to see an Amtrak official. We have better communications with mainland China than with Amtrak!"

TRAIN travelers are sensitive, quiet individuals who like to be left alone to meditate, in contrast to the hostile, belligerent, impulsive types who travel by bus on the streets and roads.

That's the word from the Canadian Government Travel Bureau's profile of Canadians who go on vacation. As for air travelers, the bureau says they are the swingers, the active, inquisitive, confident types. The bureau concludes that "travelers are clearly more active, outgoing, and inquisitive than people who do not take holidays."

THE TREND to dispose of once-busy but now-deserted railroad stations continues. Penn Central is trying to sell its 335-acre terminal property at Weehawken, N.J., on the west bank of the Hudson River opposite mid-Manhattan. The site was formerly occupied by a freight and passenger depot. And at Lansing Mich., work has begun on a conversion of the 69-year-old Michigan Central station to a restaurant equipped with railroadiana.

But in a very few cases Amtrak has been persuaded to reopen closed stations. One of them is located in McGregor, Texas (4,365 population). When the Santa Fe shut down this depot, 17-year-old John Mann Garner started a letter-writing campaign, urging Amtrak to preserve passenger service there. He organized a club for the sending of such letters and the signing of petitions. John himself sometimes wrote Amtrak as many as ten letters a day and induced thousands of people to sign petitions. Finally, on June 12th, Amtrak restored McGregor's service, reopened the station, and made many train riders happy.

Canadian National Railways

Locomotive Roster Compiled by Sy Reich

On May 16, 1953, Canadian National celebrated its 100th anniversary at Aurora, Ontario, after woodburner at right had completed a run from Toronto. The diesel in picture is No. 9096, an F7A built by General Motors the year before.
Photograph by Elmer Treloar

Part 2 (See notes in November issue)

Railroad Class	Road Numbers	Owner	HP	Builder	Builder's Model	Arngt. Wheel	Tractive Effort	Weight	Date	Notes
MR-18b	3617-3626	CN	1800	MLW	RS-18	B-B	47,000	246,000	1957	108
MR-18b	3627-3646	CN	1800	MLW	RS-18	B-B	47,000	246,000	1957	108
MR-18b	3647-3670	CN	1800	MLW	RS-18	B-B	47,000	246,000	1957	108
MR-18c	3671-3700	CN	1800	MLW	RS-18	B-B	47,000	246,000	1957-8	102
MR-18d	3701-3714	CN	1800	MLW	RS-18	B-B	47,000	247,000	1958	29
MR-18d	3715-3745	CN	1800	MLW	RS-18	B-B	47,000	247,000	1958	29
MR-16e	3800-3801	CN	1600	MLW	RS-10	B-B	44,000	228,000	1955	30
MR-16e	3802-3806	CN	1600	MLW	RS-10	B-B	44,000	228,000	1955	30
MR-16f	3807-3811	CN	1600	MLW	RS-10	B-B	44,000	229,000	1955	30
MR-16f	3812-3814	CN	1600	MLW	RS-10	B-B	44,000	229,000	1955	30
MR-16j	3815-3822	CN	1600	MLW	RS-10	B-B	44,000	228,000	1956	31
MR-18f	3830-3849	CN	1800	MLW	RS-18	B-B	44,000	229,000	1959	
MR-18g	3850-3893	CN	1800	MLW	RS-18	B-B	44,000	229,000	1960	32, 87
MR-24a	3899	CN	2400	MLW	RSD-17	C-C	?	?	1957	34
MRG-16c	3900-3901	CN	1600	Alco	RS-3	B-B	47,000	249,000	1954	33
GR-25a	4000-4001	CN	2500	GMD	GP35	B-B	49,000	257,000	1964	
GR-30a	4002-4011	CN	3000	GMD	GP40	B-B	50,000	260,000	1966	
GR-30b	4012-4017	CN	3000	GMD	GP40	B-B	50,000	259,000	1967	
GR-17p	4100-4133	CN	1750	GMD	GP9	B-B	33,000	232,000	1957	109
GR-17x	4134-4138	GTW	1750	GM-EMD	GP9	B-B	36,000	246,000	1957-8	35
GR-17x	4139	GTW	1750	GM-EMD	GP9	B-B	36,000	246,000	1957-8	35
GR-17y	4147-4156	CN	1750	GMD	GP9	B-B	33,000	229,000	1959	
GR-17g	4200-4205	CN	1750	GMD	GP9	B-B	?	?	1956	41
GR-17n	4206-4227	CN	1750	GMD	GP9	B-B	44,000	232,000	1957	36
GR-17q	4228-4244	CN	1750	GMD	GP9	B-B	44,000	232,000	1958	
GR-17t	4245-4270	CN	1750	GMD	GP9	B-B	44,000	230,000	1958	
GR-17u	4271-4339	CN	1750	GMD	GP9	B-B	44,000	229,000	1959	37
GR-17z	4340-4349, 4350-4352 (2nd)	CN	1750	GMD	GP9	B-B	44,000	229,000	1959	
GR-17z	4353 (2nd)	CN	1750	GMD	GP9	B-B	44,000	229,000	1959	
GR-15a	4350-4353 (1st), 4354-4369	CN	1500	GMD	GP7	B-B	44,000	246,000	1953	45
GR-15a	4370-4373	CN	1500	GMD	GP7	B-B	44,000	239,000	1953	45
GR-17a	4400-4426	CN	1750	GMD	GP9	B-B	44,000	248,000	1955	38
GR-17b	4427-4441	GTW	1750	GM-EMD	GP9	B-B	44,000	246,000	1954	38
GR-17d	4442-4450	CV	1750	GM-EMD	GP9	B-B	44,000	247,000	1956	39
GR-17f	4451-4475	CN	1750	GMD	GP9	B-B	44,000	248,000	1955-6	40
GR-17f	4476-4488	CN	1750	GMD	GP9	B-B	44,000	248,000	1955-6	40
GR-17f	4489-4495	CN	1750	GMD	GP9	B-B	44,000	248,000	1955-6	40
GR-17g	4496-4501	CN	1750	GMD	GP9	B-B	44,000	240,000	1956	41
GR-17h	4502-4538	CN	1750	GMD	GP9	B-B	44,000	247,000	1956-7	42
GR-17j	4539-4546	GTW	1750	GM-EMD	GP9	B-B	36,000	245,000	1957	35
GR-17j	4547-4557	CV	1750	GM-EMD	GP9	B-B	44,000	245,000	1957	81
GR-17j	4558-4559	CV	1750	GM-EMD	GP9	B-B	44,000	244,000	1957	43
GR-17m	4560-4587	CN	1750	GMD	GP9	B-B	44,000	248,000	1957	44
GR-17r	4588-4601	CN	1750	GMD	GP9	B-B	44,000	248,000	1957-8	
GR-18a	4700-4707	GTW	1800	GM-EMD	GP18	B-B	44,000	246,000	1960	
GR-15a	4800-4819	CN	1500	GMD	GP7	B-B	44,000	246,000	1953	45
GR-15a	4820-4823	CN	1500	GMD	GP7	B-B	44,000	239,000	1953	45
GR-15b	4824	CN	1500	GMD	GP7	B-B	44,000	247,000	1948	46
GRG-17c	4900-4901	GTW	1750	GM-EMD	GP9	B-B	36,000	254,000	1954	47
GRG-17e	4902-4906	CV	1750	GM-EMD	GP9	B-B	44,000	251,000	1956	48
GRG-17k	4907-4922	GTW	1750	GM-EMD	GP9	B-B	36,000	251,000	1957	95, 110
GRG-17k	4923-4927	CV	1750	GM-EMD	GP9	B-B	44,000	251,000	1957	75
GRG-17s	4928-4929	CV	1750	GM-EMD	GP9	B-B	44,000	251,000	1957	77
GRG-17w	4930-4933	GTW	1750	GM-EMD	GP9	B-B	36,000	252,000	1958	
GRG-18b	4950-4952	GTW	1800	GM-EMD	GP18	B-B	36,000	253,000	1960	49

Canadian National No. 9003, a 1,500 hp. F3A, was built in 1948 by GM-EMD. Weight, 229,000 lbs.; tractive effort, 44,000 lbs.
Canadian National Railways

GF-30c	5000-5007	CN	3000	GMD	SD40	C-C	74,000	389,000	1967	84
GF-30d	5008-5075	CN	3000	GMD	SD40	C-C	74,000	388,000	1967-8	86
GF-30e	5076-5125	CN	3000	GMD	SD40	C-C	74,000	389,000	1969	
GF-30h	5126-5175	CN	3000	GMD	SD40	C-C	74,000	388,000	1969-70	
GF-30k	5176-5225	CN	3000	GMD	SD40	C-C	?	?	1971	
GF-30f	5900-5911	GTW	3000	GM-EMD	SD40	C-C	70,000	367,000	1969	
GF-30g	5912-5920	GTW	3000	GM-EMD	SD40	C-C	?	?	1970	
GPA-17a	6500-6512	CN	1750	GMD	FP9A	B-B	33,000	256,000	1954-5	85
GPA-17b	6513	CN	1750	GMD	FP9A	B-B	33,000	256,000	1955	
GPA-17c	6514-6522	CN	1750	GMD	FP9A	B-B	33,000	256,000	1957	50
GPA-17d	6523-6532	CN	1750	GMD	FP9A	B-B	33,000	257,000	1957	
GPA-17e	6533-6542	CN	1750	GMD	FP9A	B-B	33,000	257,000	1958	103
GPB-17a	6600-6612	CN	1750	GMD	F9B	B-B	33,000	256,000	1954-5	51
GPB-17b	6613	CN	1750	GMD	F9B	B-B	33,000	255,000	1955	
GPB-17c	6614-6620	CN	1750	GMD	F9B	B-B	33,000	256,000	1957	
GPB-17d	6621-6630	CN	1750	GMD	F9B	B-B	33,000	256,000	1957	
GPB-17e	6631-6637	CN	1750	GMD	F9B	B-B	33,000	256,000	1958	
CPA-16a	6700-6705	CN	1600	CLC	CPA 16-5	B-A1A	38,000	298,000	1954-5	104
MPA-16a	6706-6711	CN	1600	MLW	FA-2	B-B	38,000	258,000	1955	52
MPA-16a	6750-6755	CN	1600	MLW	FA-2	B-B	38,000	258,000	1955	52
MPA-18c	6758-6759	CN	1800	MLW	FPA-4	B-B	38,000	261,000	1955	52
MPA-18a	6760-6766	CN	1800	MLW	FPA-4	B-B	38,000	259,000	1958	105
MPA-18b	6767-6793	CN	1800	MLW	FPA-4	B-B	38,000	258,000	1959	
CPB-16a	6800-6805	CN	1600	CLC	CPB 16-5	B-A1A	38,000	304,000	1954-5	106
MPB-16a	6806-6809	CN	1600	MLW	FB-2	B-B	38,000	258,000	1955	53
MPB-16a	6810-6811	CN	1600	MLW	FB-2	B-B	38,000	258,000	1955	53
MPB-16a	6850-6853	CN	1600	MLW	FB-2	B-B	38,000	258,000	1955	53
MPB-16a	6854-6855	CN	1600	MLW	FB-2	B-B	38,000	258,000	1955	53
MPB-18c	6858-6859	CN	1800	MLW	FPB-4	B-B	38,000	258,000	1955	53
MPB-18a	6860-6862	CN	1800	MLW	FPB-4	B-B	38,000	258,000	1958	
MPB-18a	6863-6866	CN	1800	MLW	FPB-4	B-B	38,000	258,000	1958	
MPB-18b	6867-6871	CN	1800	MLW	FPB-4	B-B	38,000	258,000	1959	
GS-12a	7000-7009	CN	1200	GMD	SW9	B-B	36,000	247,000	1952	
GS-12b	7010-7014	GTW	1200	GM-EMD	SW9	B-B	36,000	247,000	1952	
GS-12c	7015-7016	GTW	1200	GM-EMD	SW9	B-B	36,000	246,000	1953	
GS-12d	7017-7019	GTW	1200	GM-EMD	SW1200	B-B	36,000	246,000	1955	
GS-12e	7020-7030	CN	1200	GMD	SW1200	B-B	36,000	246,000	1956	
GS-12f	7031-7033	CN	1200	GMD	SW1200	B-B	36,000	246,000	1957	
GS-12g	7034-7035	CN	1200	GMD	SW1200	B-B	36,000	246,000	1959	
GS-8a	7150-7171	CN	800	GMD	SW8	B-B	36,000	232,000	1951	54
GS-8b	7172-7183	CN	800	GMD	SW8	B-B	36,000	232,000	1951	54
GS-9a	7200-7207	CN	900	GMD	SW900	B-B	36,000	229,000	1953-4	55
GS-9a	7208-7224	CN	900	GMD	SW900	B-B	36,000	229,000	1953-4	55
GS-9b	7225-7232	GTW	900	GM-EMD	SW900	B-B	36,000	230,000	1956	56
GS-9c	7233-7242	CN	900	GMD	SW900	B-B	36,000	232,000	1957	
GS-9d	7243-7261	CN	900	GMD	SW900	B-B	36,000	233,000	1958	57
GS-9e	7262-7268	GTW	900	GM-EMD	SW900	B-B	36,000	232,000	1958	
Y-1a	7550-7551	CN	380	GE	44-ton	B-B	13,000	91,000	1947	2
Y-5a	7555-7574	CN	1500	GMD	GP7	B-B	44,000	246,000	1953	45
Y-5a	7575-7578	CN	1500	GMD	GP7	B-B	44,000	239,000	1953	45
Q-6b	7600-7611 (1st)	CN	1000	MCGE	S4	B-B	34,000	234,000	1949-50	63
Y-2a	7600-7611 (2nd), 7612-7614	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1951-2	20
Y-2b	7615-7617	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1951	20
Y-2c	7618-7621	CN	1200	CLC	H12-64	A1A-A1A	30,000	235,000	1952	20
Y-2d	7622-7629	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1953	20
Y-6a	7670-7674	CN	875	GMD	G8	B-B	32,000	171,000	1954	12
GS-9d	7600-7608 (3rd)	CN	900	GMD	SW900	B-B	36,000	249,000	1958	57
Q-1a	7700	CN	380	CLC-CWH	——	B-B	15,000	142,000	1929	8
Q-2a	7730	GTW	500	Brill	——	B-B	18,000	163,000	1929	6

F7A No. 9128 pulls a long freight train as seen from the head end of the *Super Continental*, east of Jasper, Alberta.
Jim Brown, 360 Manor Road East, Toronto 7, Ont., Canada

Q-3a	7750	CN	325	CN-CIR-CGE	——	B-B	63,600	237,000	1932	66
Y-1a	7751-7752	CN	380	GE	44-ton	B-B	13,000	91,000	1947	2
Q-4a	7800-7801 (1st)	GTW	600	GM-EMC	SW	B-B	22,000	201,000	1938	9
——	7802 (1st)	CN	——	——	——	——	——	——	——	113
Q-7a	7803-7819 (1st), 7820	CN	600	CLC	75-DE-12	B-B	37,500	150,000	1948-9	67
Y-3a	7800-7819 (2nd)	CN	600	GE	70-ton	B-B	23,000	140,000	1950	5
Y-7a	7830-7834	CN	1600	MCGE	RS-3	B-B	47,000	249,900	1953	25
Y-7a	7835-7847	CN	1600	MCGE	RS-3	B-B	47,000	249,000	1953	25
GS-10a	7900-7914	GTW	1000	GM-EMD	NW2	B-B	31,000	247,000	1941-2	58
MS-10a	7915-7917	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1942	60
MS-10a	7918-7919	CV	1000	Alco-GE	S2	B-B	34,000	230,000	1941-2	60
MS-10a	7920-7924	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1944	60
MS-10a	7925-7929	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1944	60
MS-10a	7930-7931	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1946	60
MS-10a	7932-7935	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1946	60
GS-10a	7936-7945	CN	1000	GM-EMD	NW2	B-B	31,000	248,000	1946	
MS-10a	7946	CN	1000	Alco-GE	S2	B-B	34,000	230,000	1947	61
MS-10a	7947-7948	CN	1000	Alco-GE	S2	B-B	34,000	230,000	1947	61
MS-10a	7949-7955	CN	1000	Alco-GE	S2	B-B	34,000	230,000	1947	61
GS-10a	7956-7965	CN	1000	GM-EMD	NW2	B-B	31,000	247,000	1947	83
GS-10a	7966-7973	GTW	1000	GM-EMD	NW2	B-B	31,000	247,000	1947-8	
GS-10a	7974	GTW	1000	GM-EMD	NW2	B-B	31,000	247,000	1948	
MS-10a	7975	CN	1000	MCGE	S2	B-B	34,000	234,000	1949	62
MS-10a	7976-7994	CN	1000	MCGE	S2	B-B	34,000	234,000	1949	62
MS-10b	7975-8007	CN	1000	MCGE	S4	B-B	34,000	234,000	1949	63
MS-10b	8008-8011	CN	1000	MCGE	S4	B-B	34,000	234,000	1949	63
MS-10b	8012-8014	CN	1000	MCGE	S4	B-B	34,000	234,000	1949	63
MS-10b	8015	CV	1000	Alco-GE	S4	B-B	34,000	234,000	1951	63
MS-10c	8016-8025	CN	1000	MCGE	S4	B-B	34,000	229,000	1951-2	
MS-10d	8026	GTW	1000	Alco-GE	S4	B-B	34,000	230,000	1953	59
MS-10d	8027	CV	1000	Alco-GE	S4	B-B	34,000	230,000	1953	59
MS-10e	8028-8033	CN	1000	MCGE	S4	B-B	34,000	230,000	1954	
MS-10f	8034-8035	GTW	1000	Alco	S4	B-B	34,000	234,000	1955	
MS-10g	8036-8038	CN	1000	MLW	S4	B-B	34,000	230,000	1955	
MS-10g	8039-8050	CN	1000	MLW	S4	B-B	34,000	230,000	1955	
MS-10g	8051-8077	CN	1000	MLW	S4	B-B	34,000	230,000	1956	
MS-10h	8078-8079	CN	1000	MLW	S4	B-B	34,000	231,000	1955	
MS-10j	8080-8081	CV	1000	Alco	S4	B-B	34,000	232,000	1955	
MS-10j	8082	GTW	1000	Alco	S4	B-B	34,000	232,000	1955	
MS-10k	8083-8090	GTW	1000	Alco	S4	B-B	34,000	232,000	1955	
MS-10a	8091-8092	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1942	60
MS-10a	8093-8095	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1941-2	60
MS-10a	8096-8105	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1944	60
MS-10a	8106-8111	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1946	60
MS-10a	8112-8121	CN	1000	Alco-GE	S2	B-B	34,000	230,000	1947	61
MS-10a	8122	CN	1000	MCGE	S2	B-B	34,000	234,000	1949	62
MS-10a	8123-8141	CN	1000	MCGE	S2	B-B	34,000	234,000	1949	62
MS-10b	8142-8152	CN	1000	MCGE	S4	B-B	34,000	234,000	1949	63
MS-10b	8153-8154	CN	1000	MCGE	S4	B-B	34,000	234,000	1949	63
MS-10b	8155-8158	CN	1000	MCGE	S4	B-B	34,000	234,000	1950	63

8702, a CFA 16-4, was built by Canadian Locomotive Co., in '52. She is seen in older Maple Leaf paint scheme.
Canadian National Railways

MS-10b	8159-8161	CN	1000	MCGE	S4	B-B	34,000	234,000	1950	63
MS-10b	8162	CV	1000	Alco-GE	S4	B-B	34,000	234,000	1951	63
MS-10L	8163-8170	CN	1000	MLW	S4	B-B	34,000	229,000	1956-7	
MS-10L	8171-8180	CN	1000	MLW	S4	B-B	34,000	229,000	1956-7	
MS-10L	8181-8190	CN	1000	MLW	S4	B-B	34,000	229,000	1956-7	
MS-10L	8191-8195	CN	1000	MLW	S4	B-B	34,000	229,000	1956-7	
MS-10m	8196-8205	GTW	1000	Alco	S4	B-B	34,000	231,000	1956	64
MS-10n	8206-8210	CN	1000	MLW	S4	B-B	34,000	228,000	1957	
MS-10n	8211-8213	CN	1000	MLW	S4	B-B	34,000	228,000	1957	
MS-10n	8214-8225	CN	1000	MLW	S4	B-B	34,000	228,000	1957	
MS-10n	8226-8234	CN	1000	MLW	S4	B-B	34,000	228,000	1957	
MS-10p	8235	CN	1000	MLW	S12	B-B	34,000	232,000	1958	
MS-10p	8236-8245	CN	1000	MLW	S12	B-B	34,000	232,000	1958	
MS-7a	8450-8461	CN	660	MCGE	S11	B-B	30,000	198,000	1951-2	1, 65
MS-7b	8462-8468	CN	660	MCGE	S11	B-B	30,000	199,000	1953	1, 99
MS-7b	8469-8483	CN	660	MCGE	S11	B-B	30,000	199,000	1953	1, 99
MS-7c	8484-8493	CN	660	MCGE	S11	B-B	30,000	199,000	1954	1, 95
MS-7c	8494-8498	CN	660	MCGE	S11	B-B	30,000	199,000	1954	1, 95, 115
Q-7a	8500-8521 (1st)	CN	800	GMD	SW8	B-B	36,000	232,000	1951	54
Q-7b	8522 (1st), 8523-8533	CN	800	GMD	SW8	B-B	36,000	232,000	1951	54
Q-7c	8535-8542	CN	900	GMD	SW900	B-B	36,000	229,000	1953-4	55
Q-7c	8543-8559	CN	900	GMD	SW900	B-B	36,000	229,000	1953-4	55
MS-10q	8500-8506 (2nd)	CN	1000	MLW	S13	B-B	36,000	233,000	1959	
MS-10q	8507-8520 (2nd)	CN	1000	MLW	S13	B-B	36,000	233,000	1959	
MS-10q	8521-8522 (2nd)	CN	1000	MLW	S13	B-B	36,000	233,000	1959	
MS-10r	8600-8603	CN	1000	MLW	S13	B-B	47,000	246,000	1959	
MS-10r	8604-8613	CN	1000	MLW	S13	B-B	47,000	246,000	1959	
MS-10r	8614-8625	CN	1000	MLW	S13	B-B	47,000	246,000	1959	
C-1Aa	8700, 8702	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952	71
C-1Aa	8704	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952	71
C-1Ba	8701-8705 odd only	CN	1600	CLC	CFB 16-4	B-B	47,000	245,000	1952	71
C-1Ab	8706-8744 even only	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952-3	71
V-1a	9000-9001 (1st)	CN	1330	CLC-BW	——	2-D-1	50,000	334,000	1928-9	68
GFA-15a	9000 (2nd), 9002, 9003, 9005	CN	1500	GM-EMD	F3A	B-B	44,000	229,000	1948	46
GFB-15a	9001 (2nd), 9004	CN	1500	GM-EMD	F3B	B-B	44,000	222,000	1948	69
GFA-15a	9006-9027	GTW	1500	GM-EMD	F3A	B-B	44,000	229,000	1948	70
GFA-15b	9028-9054 even only	CN	1500	GMD	F7A	B-B	44,000	230,000	1951	70
GFB-15b	9029-9055 odd only	CN	1500	GMD	F7B	B-B	44,000	231,000	1951	70
GFA-15c	9056-9062 even only	CN	1500	GMD	F7A	B-B	44,000	233,000	1951-2	70
GFB-15c	9057-9063 odd only	CN	1500	GMD	F7B	B-B	44,000	230,000	1951-2	114
GFA-15d	9064-9092 even only	CN	1500	GMD	F7A	B-B	44,000	232,000	1952	70
GFA-15d	9094, 9096	CN	1500	GMD	F7A	B-B	44,000	232,000	1952	70
GFA-15d	9098-9142 even only	CN	1500	GMD	F7A	B-B	44,000	248,000	1952	70
CFA-16a	9300, 9302	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952	71
CFA-16a	9304	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952	71
CFB-16a	9301-9305 odd only	CN	1600	CLC	CFB 16-4	B-B	47,000	245,000	1952	71
CFA-16b	9306-9344 even only	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952-3	71
MFA-15a	9400-9407	CN	1500	MCGE	FA-1	B-B	42,000	247,000	1950	76, 89
MFA-16a	9408, 9410	CN	1600	MCGE	FA-2	B-B	46,000	242,000	1951	76, 90
MFA-16a	9412-9426 even only	CN	1600	MCGE	FA-2	B-B	46,000	242,000	1951	76, 90
MFB-16a	9409-9427 odd only	CN	1600	MCGE	FB-2	B-B	46,000	241,000	1951	76, 94
MFA-16b	9428-9436 even only	CN	1600	MCGE	FA-2	B-B	46,000	247,000	1952	76, 91
MFB-16b	9429-9437 odd only	CN	1600	MCGE	FB-2	B-B	46,000	247,000	1952	93
MFA-16c	9438-9456 even only	CN	1600	MCGE	FA-2	B-B	46,000	248,000	1953	72

(*Coming in February Issue:* Canadian Pacific Roster)

STEVE MAGUIRE'S

TRANSIT TOPICS

TORONTO Transportation Commission no longer plans on phasing out its streetcar system by 1980, report several readers. Harry J. Evert, 2745 Yonge Street, Apt. 210, Toronto 317, Ont., sends us more detailed news from *Toronto Daily Star*:

"It was a pollution-conscious public that changed the TTC's mind about the electric railway cars and in June, the 1980 abandonment plans were revised. Chairman Ralph Day of TTC said that because of the pollution from diesel buses, many people now think that the streetcars may have a place in the sun once more: Day has since indicated that streetcars were not much cheaper to operate than diesel buses, 'but they're cheaper in the sense that they last much longer and carry more people.'

"Estimated cost of operating streetcars per mile is 30 cents, compared to 17.4 cents for buses and 19 cents for subway cars. But the average age of a bus is only 18 years and in rush hour, a streetcar can carry 9,000 persons per hour compared to 4,500 per hour by a bus.

" 'They're such an acceptable vehicle as far as the public is concerned, since more and more people are against emission from internal combustion engines,' Day said. 'The fact is that the public likes them, they are economical and fully paid for. In the face of that, why not continue to operate them as long as possible?'

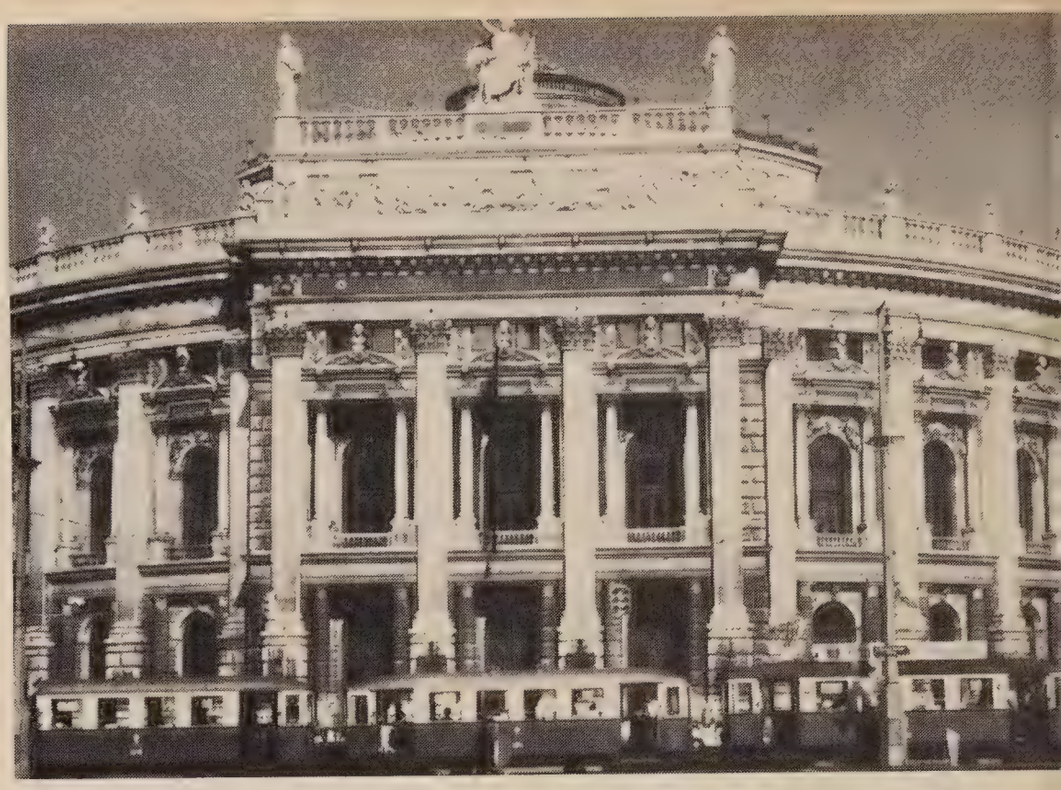
"With 439 cars Toronto now boasts the largest streetcar fleet in North America. Philadelphia is second with 376 cars.

"The streetcars move along 11 routes within the city, covering a total of 104 miles."

As extensions of the Toronto subway line are made in the future, there will, of course, be fewer streetcars on streets that parallel such lines. That appears to be the only thing that will bring about any abandonments in the future.

SEATTLE'S Monorail line had its first serious accident in ten years of service on July 26, 1971, when a train failed to stop short of the bumper at the end of the track and crashed into it near the site of the 1962 World's Fair.

At least 27 persons of the 40 to 50 on the train were injured. Monorail cars run along the one-mile line at top speeds of about 50 mph. and enter the terminals at about 10-15 mph. Witnesses said that the train appeared slowing down for the stop when it suddenly increased speed. The front end of the train suffered considerable damage in the accident, but due to the grooved construction did not leave its track.



A motor and two trailers form the foreground as they pause on Vienna's Ringstrasse in August, 1970. Dwarfing the streetcars is the impressive Burgtheater.
Paul Meyer, 630 Enos, Kankakee, Ill. 60901

BUFFALO, N.Y., might be the next U.S. city to have rail transit. Action taken by the legislature at Albany in its closing hours gave the Niagara Frontier Transit Authority the go-ahead, and $86 million to start building a 12.5-mile duo-rail system. The line would begin at the abandoned Buffalo terminal of the former Delaware, Lackawanna & Western and extend northeasterly to Amherst, with a station at the South Campus of the State University, and three stations at the big expanding North Campus. Full service is planned by January 1977, according to the *Bulletin* of New York Chapter of R&LHS. Total cost is expected to be around $239 million for the first 10.7 miles and $37.7 million for the last 1.85 miles.

THE PRO-RAPID TRANSIT *New York Times* recently editorialized that in November:

Northern Texas Transportation Company's No. 30 was at the head end of a special train hauling cola drink retailers from Fort Worth to Dallas on June 26, 1926.
Collection of Stephen D. Maguire

Two passengers are about to board Illinois Traction System's No. 67 on a street in LaSalle, Ill., on September 22, 1928.
Collection of Stephen D. Maguire

New Yorkers will be given a Hobson's choice in the form of a transportation referendum without alternatives. If they want to approve a bond issue, they will have to sanction a split that apportions $1.35-billion for mass transit but $1.15 billion for highways. A voter may feel that the former is a dire necessity and the latter a largely wasteful blight on the land, but he will have to take both or neither.

The arrangement comes under the head of "political realism." Upstate legislators, it is argued, having little interest in improving the lot of the city-dweller, would prefer to ignore mass transit entirely, having included it on the referendum only to buy city votes for the highway program. Putting aside the question of whether some other trade-off might have done as well, one wonders whether it is really a sectional clash of interests that is at work here or rather the potent hand of the highway lobby—a mighty complex of construction, oil, labor and automobile interests that hovers like a smog over most legislatures.

What adds to the frustration of mass transit champions in this state is that while the highway builders get their funds with great dispatch following these voter authorizations, the public transit lines get theirs only in fits and starts. The last such referendum in 1967 authorized $1.25 billion for highways and $1 billion for mass transit. As of March of this year, 92 per cent of the highway money has been issued; *only 15.9 per cent* of the funds authorized for mass transit.

Admittedly, the mass transit program, starting from scratch, required longer lead-time to get moving—in addition to which it had to work in tandem with impoverished city governments, which were obliged by law to make matching appropriations. Yet the fact remains that voters are again to be asked to approve large sums of money for improvements in mass transit when those already approved are still largely invisible—and this at the price of having to approve almost equally large sums for highways that have become visible to the point of repugnance.

A procedure that can give the people of this state the mass transit they need only if they resign themselves to more of what they don't need—destruction of the countryside, air pollution and waste of natural resources—is a procedure in need of drastic re-examination.

PHOTO of a small gas motor which hauled an open trolley at Cape May, N.J., years ago, appearing in our August dept., has been identified by two readers, who say it is an old Plymouth friction locomotive in which power from the motor was transmitted by a spinning wheel that made contact with the engine's axle. This motor was obviously used to haul the old trolleys after de-electrification of the Cape May, Delaware Bay & Sewell's Point Railway. We thank John A. L. Walker and D.M. Rice for this information.

PUBLIC SERVICE Coordinated Transport's Newark City subway is in the news again. Despite its value as the city's fastest transit line, PSCT has once more given the City of Newark, which owns the line, another six months notice of a decision to terminate operation, effective Jan. 1, 1972. Reason given: future state and county subsidization of the line has not been granted.

The subway was closed down for three weeks in June due to repairs needed for the overhead bridge over the Erie-Lackawanna at Orange St. Though it is now back in service, those who had to take a parallel bus service will not soon forget the time-consuming delays they experienced in riding on congested city streets for the five-mile route.

ILLINOIS CENTRAL'S new double-decked, air-conditioned m.u. cars are the first such in the U.S., not because the Long Island doubledeckers were not air-conditioned as we said in a recent photo caption, but because the LIRR cars are *not* true doubledeckers, writes Walt Polowczyk, 38 Peach St., Bayshore, N.Y.

These LIRR cars are actually single floor cars, similar to duplex style sleepers, with seating arrangements situated one above the other in staggered fashion to increase seating capacity. The first three units were not air-conditioned, but the other 60, built from 1947-9, were. LIRR is in the process of phasing out these so-called doubledeckers. Many have already been scrapped, while some have been converted to trailers. Ten of the newer cars were extensively rebuilt in 1967 with increased a.c. capability and seating changes. These will probably be the last to go.

ANOTHER trolley museum has begun operation; this one the first in Canada. On May 24, 1971, the Halton County Radial Railway, located at Scarborough, Ont., operated its first trolley, car 327. This is a replica of an 1893-style open car actually built by the

Trainman stands in front of car 21 of Niagara Gorge RR., a scenic line patronized by many visitors to Niagara Falls, N.Y. Line was abandoned around 1936.
Courtesy of *Buffalo Courier-Express*

Toronto Transportation Commission back in 1933 and used as an exhibit and on special occasions thereafter, until donated to the new museum near Toronto a few years ago.

The Halton County Radial line is owned by the Ontario Electric Railway Historical Association; the official opening is expected in the spring of 1972. For information, contact Neil McCarten, Box 121, Scarborough, Ont.

PHOTO of a Rockford, Thomaston & Camden open car, No. 9, which appeared back in the Feb. dept. was taken about 1910 by Dr. L.W. Hadley of Union, Maine, writes Linwood W. Moody, Box 144, also of Union. Mr. Moody is a well-known authority on narrow-gage steam lines and author of several books on the subject.

He tells us an interesting story about the line. In 1911, his uncle, Maurice Kalloch, was motorman of one of these 4-wheeled open cars out of Warren on its scheduled run to Thomaston. Unknown to Mr. Kalloch or his conductor, the RTC superintendent, Valentine Chisolm, had issued an order to an 8-wheeled car to run extra from Thomaston to Warren, meeting the scheduled car there. Unfortunately, the cars met on a sharp curve about three-quarters of a mile below Warren. There were no passengers in the regular car and Mr. Kalloch and his conductor jumped when they saw the other car approaching. Before jumping, Kalloch reversed his controller to slow the car.

In the resulting collision one passenger on the special car was killed and several injured, including the motorman. The little open car was not derailed by the impact for some reason, but rather, was given a boost back toward Warren Village. She ran full speed since the controller which was in reverse had been thrown wide open. So backward she went the three-quarters of a mile to the Village, leaving the tracks and going across the street, burying her rear end in Pete Starrett's store, shown in the background of the Feb. photo.

Feelings ran high in the village that day against Superintendant Chisolm. "If Chisolm hadn't kept out of sight," people will still tell you, "the crowd would have lynched him that day."

"The scene hasn't changed much since that day in 1910 when Dr. Hadley exposed his glass plate of car 9," adds Mr. Moody. "However, the waiting-room has been gone a long time."

NEW, FAST summer schedules appear to back up the claim of the Red Arrow Division of Southeastern Pennsylvania Transportation Authority (SEPTA) that its Norristown run from 69th Street Terminal in Upper Darby is the fastest surburban rapid transit line in the world.

On a completely revised schedule the fastest train on the Norristown high speed line covers the 13.5 mile route in 19 minutes, 34 percent faster than the previous schedule. In comparison, the fastest express train on the Lindenwold line of the Port Authority Transit Co., from Philadelphia, makes a 15.2 mile run in 21 minutes.

In addition to establishing the new higher speed schedule, SEPTA has increased service on the Norristown line during all rush hours and on weekends, assuring almost all of the riders of the trains a seat, even during the busy rush hour traffic.

"The remarkable thing about our new *Limiteds*," says SEPTA Chairman McConnon, "is that we are using 40-year old interurban cars on a line that was built in 1907. Despite this, we can provide faster service than any of the more modern suburban rapid transit lines newly built at very high cost."

LAST remnant of the British Columbia Electric Railway, a downtown switching operation of the B.C. Hydro in Vancouver, British Columbia, has been dieselized, reports Ron Salters, 26 Pierce St., Weymouth, Mass. 02189. Ron visited Vancouver in July and found the trolley wire down and the two electric locomotives, 260 and 261, shoved to the end of a spur track with their poles down. He says anyone visiting Vancouver can view the trolley motors from the new Georgia St. viaduct. The B.C. Hydro electric switching op-

A Cincinnati & Lake Erie wreck destroyed much of car 111. Pic was taken at Moraine, Ohio, shops, but we don't know circumstances or date of crash.
Collection of Stephen D. Maguire

Central Line train of London's subway system stops at Ongar, Essex, England. Operated by steam for many years, line was electrified in 1957. Much of it runs through lightly populated rural areas, and it has been proposed for closure.
Loring M. Lawrence, 195 Lancelot Dr., Manchester, N.H. 03104

eration was the last electric railway (except private mining operations) in the entire western part of Canada.

VANDALISM on transit lines is being considered by a special group known as the Vandalism and Passenger Security Committee, recently sponsored by the American Transit Assn. and the Institute for Rapid Transit. The committee was created at the request of U.S. Secretary of Transportation John A. Volpe, for the purpose of bringing to an end that kind of needless and irresponsible activity.

One of the early incidents given the Committee for consideration was an accident on August 10th on the Chicago Transit System's Howard-Englewood route caused by seats ripped out of the last car of a train and thrown out the rear end onto the right-of-way. Seven seats in CTS rapid transit car 6251 were found to be missing after the accident which occurred when a train passing on an adjoining track struck one of the seats, which became lodged between the third rail and the undercarriage of the car, causing a series of fires along the right of way and a subsequent collision of two trains. There can be no justification for such vandalism, but the problem is how to prevent such isolated incidents that jeopardize the lives of passengers.

Recently, a 28-page detailed study of safety on rail transit lines has been published by the Bureau of Surface Transportation Safety of the National Transportation Safety Board. It is entitled *Special Study of Rail Rapid Transit Safety* and discusses various safety experiences and plans of many of our transit lines, with photographs. Copies from the U.S. Department of Commerce, NTSB, Springfield, Va. 22151, cost $3.00 a copy; ask for report number NTSB-RSS-71-1.

PHILADELPHIA International Airport may receive a $400 million expansion grant over the next 20 years, after which time it is anticipated that more than 27 million people will be using it, according to N.W. Ayer & Son, Inc., a public relations firm with offices at 1345 6th Avenue, New York, N.Y. 10019.

Our readers will be interested in knowing that in addition to a new highway link to the adjoining interstate system, a rapid transit line will also be built connecting the airport by rail with 30th St. Station of the Penn Central and the city transit system. This high

Ronald D. Karr, 36 Sweetgum Road, Levittown, Pa.
Two-car PCC's of the MBTA are shown climbing Boston's South Huntington Avenue in March, 1971. This is the last MBTA trolley route to feature street running.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Laurel Line motor No. 23 at Petersburg Station on a snowy morning in Feb. 1945.
Collection of Stephen D. Maguire

speed line will cost $17 million, to be completed by late 1975.

New Electric Publications

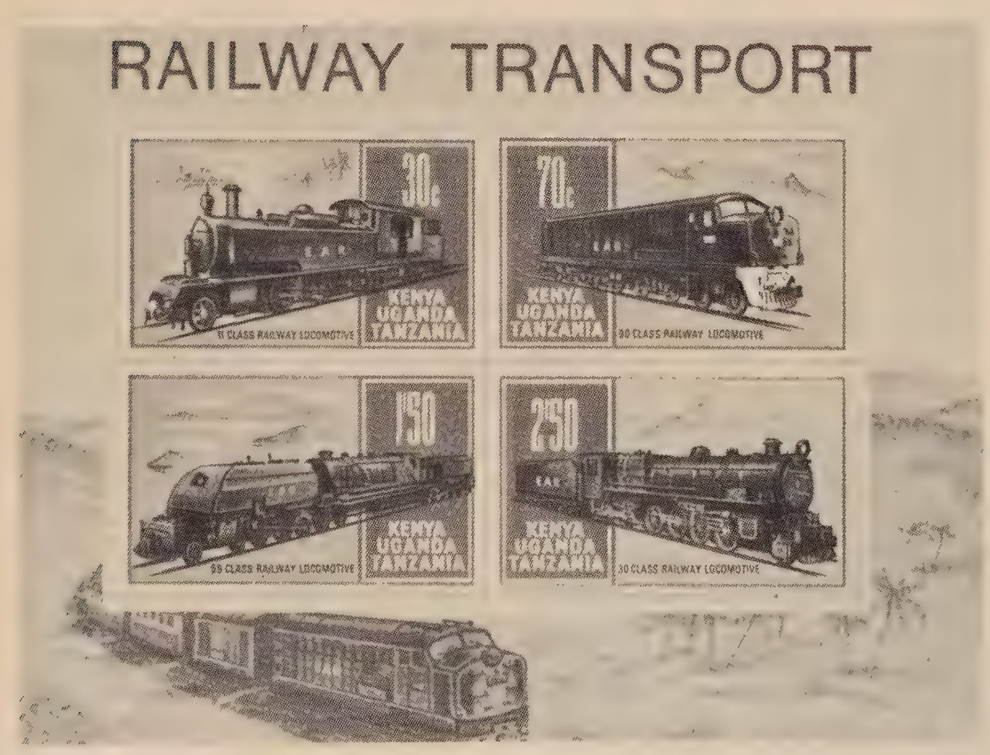
Headlights, the monthly magazine that has been published by the Electric Railroader's Assn., 145 Greenwich St., New York, N.Y. 10006, for more than a quarter century, has been well off-schedule for a year due to personnel shortages. To make up for the delays, a new plan has been approved.

The balance of 1970 issues due subscribers will appear with current news in the next few months, but in place of the twelve issues for 1971, ERA will publish and distribute to all who are paid up for 1971 (cost is $6.00 a year) a full-length book covering the Toronto Transportation Commission during its first half-century of operation of the Toronto transit lines. 1971 marks the fiftieth anniversary of TTC and the book, written by ERA member John Bromley, will be complete with photographs, maps, and rosters of the system during its 50 years of service. Even the radial interurban lines that ran north, east and west from Toronto will be covered. 1972 will see the resumption of *Headlights* in its usual monthly schedule (maybe).

Canadian Rail is a monthly publication of the Canadian Railroad Historical Assn., Inc., P.O. Box 22, Station B, Montreal, P.Q. Along with steam articles its 24-page bulletins occasionally have items of interest to traction fans. The September, 1970, issue covers the 600-type interurbans of the Montreal & Southern Counties Ry. in 12 pages of photos and text, also 6 pages of the *Floibanen*, the funicular railway line at Bergen, Norway. April, 1971, issue includes a 12-page story of the 130-series interurbans of the Niagara, St. Catherine & Toronto Railway, also well-illustrated. Annual membership in CRHA costs $6.00. We do not have the price of individual copies.

Pittsburgh Trolley Pictorial, an 8 x 11″, 24-page booklet with 40 photos of Pittsburgh trolleys, from horsecars to PCC's, published by Pennsylvania Railway Museum Association (operators of Arden trolley museum near Washington, Pa.). Copies are $2.00 each (Pa. residents add 6% sales tax) from the group at P.O. Box 832, Pittsburgh, Pa. 15230. PRMA also has other small booklets for sale at reasonable prices together with sets of color slides and transfers. Ask for their complete publication brochure—all moneys go to aid the Arden museum.

If you have ever ridden on New York City's subways you know that it can be puzzling. Now it is possible to buy a New York City Subway map as a 16 x 20″ full color jigsaw puzzle, with 500 interlocking pieces for $3.50, from Council of Better Transit Organizations, P.O. Box 42, Brooklyn, N.Y. 11210. All profits go to the costs of the fight for better transit. ●



Multi-colored stamp issue shows steam, diesels in Kenya, Uganda, and Tanzania.
Collection of Stephen D. Maguire

BOOKS of the RAILS

by ALBERT HERSKOVITS

RAILWAY STAMPS, by Howard J. Burkhalter, soft cover, 84 pages, 6x9″, photos, American Topical Assn., $5.00.

A listing of 262 countries which have issued railway stamps, together with catalog number, date of issue, denominations, color, and description of scene of each stamp. Handy cross-references are arranged by topics such as bridges, cranes, crossing gates and signs, maps, mining railways, and stations, etc. Although rather expensive, it should prove to be a boon to railfan stamp collectors.

ENTERPRISE DENIED. by Albro Martin, hard cover, 402 pages, 6x9″, tables, index, Columbia University Press, $10.95.

In this comprehensive study of American railroads in the period between 1897 and 1917, the author puts forth a very strong case questioning the effectiveness and necessity of the regulations brought about by the Progressive reform movement early in this century. He argues that these reformers were often used with great success by powerful agricultural and industrial shippers, usually at the expense of the railroads.

Unlike such works, however, this study makes fascinating reading. One learns a variety of facts about railroads during this period, one of them being the reason for ultimate failure of the Erie Mallets. Mr. Martin also has the storyteller's ability to make the reader feel personally involved with the event; his excellent description of the 1902 wreck in Grand Central, New York City, is one example of this.

Much space is devoted to the famous "robber barons." His conclusion that many of them were more incompetent and made less money than is popularly believed, will be surprising to some, but seems backed up by facts. An interesting bit of history in this book is that one of the reasons why President "Teddy" Roosevelt tried to break up the Harriman empire was because Edward H. Harriman had refused to contribute to the party campaign fund, saying that he didn't care who was elected!

Enterprise Denied should be popular with students of American railroad history and with railfans.

STEAM POWERED PASSENGER TRAINS OF YESTERYEAR, by E. T. Mitchell, soft cover, 96 pages, 92 photos, 5½x8½", available from the author at 107 W. Circular Ave., Paoli, Pa. 19301, $1.50.

Full-page photos of steam passenger trains make up this pictorial. Some, like the picture of *The Royal Palm,* taken in 1898 at Somerset, Ky., are reproduced excellently; others range from fair to good. A few photos are miscaptioned, having been taken on fantrips rather than regular passenger runs.

THE WYMORE STORY, by Richard C. Kistler, soft cover, spiral binding, 122 pages, 8½x11", photos, maps, rosters, J-B Publishing Co., $4.00.

A history of the Chicago, Burlington & Quincy's Wymore Division in southern Nebraska, once home of the Pawnee Indian nation. There are many photos of motive power, plus some interesting interior shots of diner and parlor cars around the turn of the century; also several reproductions of timetables.

1970 CONFERENCE ON MASS TRANSPORTATION, soft cover, 394 pages, 6x9", index, University of Chicago.

The proceedings, in book form, of the United Transportation Union's 1970 Chicago Conference, with addresses by various transportation and industry brass collars.

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The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
DEVELOPMENT OF LOCO ENGINE, by Sinclair	$15.00	($14.25)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
NORTHERN PACIFIC, by Chas. Wood	$13.95	($13.25)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
TRAIN WRECKS, by Robert C. Reid	$12.95	($12.30)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
DOWN AT THE DEPOT, by Edwin P. Alexander	$15.00	($14.25)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 6.95	($ 6.60)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
TRAGEDY AT EDEN, by Helmers	$ 6.95	($ 6.60)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
COLLECTOR'S BOOK OF LOCOMOTIVE, E. Alexander	$15.00	($14.25)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)
COVERED BRIDGES TO CONCORD, Edgar T. Mead	$ 4.50	($ 4.30)

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

GM&O No. 519, seen at Venice, Ill., rides on Alco trucks from FA trade-ins.
Joe Brockmeyer photo

CHICAGO & NORTH WESTERN's diesel shop at Oelwein, Ia., entered the new rebuilding stage last May 6th when it outshopped SD-9 No. 6607, completely rebuilt to the tune of $85,000. Originally built in May, 1954, this loco retains her 1750-hp. rating but now features a "chopped" nose. The Oelwein *Daily Register* says three other units are slated for rebuilding, one being SD-9 No. 1708. The shop schedule calls for one unit rebuilt every 30 days. Long-range plans forecast rebuilding of 25 units. C&NW expects to add 15 years to each loco's service life and sees the difference between $85,000 and new cost of $275,000 as well worth it. Our thanks to E.B. Kramer of Oelwein (420 7th St., S.W.) for this news.

Sacramento Northern's first GP-7, No. 712, arrived on the scene July 16th, fresh from Western Pacific's diesel shop at Stockton, Calif. Formerly WP 712, the geep lost her nose in a collision with a WP crane. Stockon rebuilt her, complete with new twin sealed beam lights in both ends. She's now dark green with orange railings, stripes, and lettering. According to WP engineer D.C. Kizer, 620 E. 4th St. Stockton, WP GP-7 No. 711 will follow the 712 to SN, which is a WP subsidiary.

Ross Jack of Petrolia, Pa., reports that Bessemer & Lake Erie took delivery of SD-38AC No. 864-869 in August. All units are in operation, releasing the Precision Engineering (PECO) units, which have been returned to Illinois. Six DM&IR SD-9's stayed on B&LE until cold weather came. Two F-7's are still about, namely 718A and 728A, which have been working the Western Allegheny branch. Ross feels their days are numbered, now that the new SD's are here.

The last original (not re-engined) DT-6-6-20 Baldwin center-cab transfer unit on Elgin, Joliet & Eastern will soon get the torch. No. 722 was spotted sitting dead outside the Joliet roundhouse the other day by Steve Downey, P.O. Box 09082, Chicago, Ill. The EJ&E's other operating centercabs were re-engined by EMD in 1959 and now sport EMD hoods.

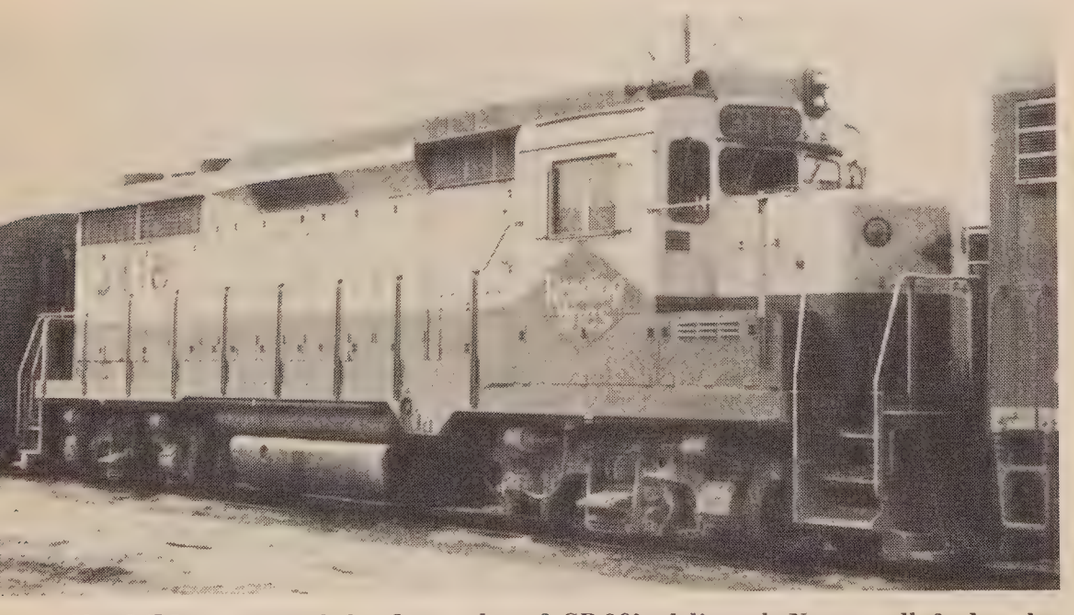
Dick Sievers of Glendale, Calif., finds Southern Pacific getting ex-Union Pacific E units through Amtrak for use on the *Sunset,* trains 1-2, between Los Angeles and New Orleans. The E's will run in company with the road's own FP's, SDP's, and geeps. Six Norfolk & Western SD-45's have been leased by SP, while both Baltimore & Ohio and Rock Island units are still getting into Los Angeles. Dick also points out that I overlooked SP as a large owner of Baldwin AS-616 road switchers. SP also had the only AS-616 B units, but not now, having sold them to industrial roads or scrapped them, but you can see 5233 at Chrome Crankshaft Co. in L.A., a used loco dealer.

Reading has just returned Western Maryland's four FA-2's, 301-304, after leasing them for a month. They are now in dead storage at Hagerstown, Md.

When Henry Parker of Edgar Springs, Mo., was a teen-ager he watched New York Central train 20, the *Ohio Explorer*, make a station stop at Waterloo, Ind. Recently he saw a picture of that train, now deserted, on a weed-grown siding at Traveler's Rest, S.C., in *Trains* magazine. He asked why the *Explorer* failed, plus any information on its operation. If any reader knows, please tell him.

I can say that in 1956-'57 Baldwin built three 1000-hp. lightweight-train locos, model RP-210H, with B-2 wheel arrangement—one powered four-wheel truck forward and one non-powered trailing truck. These engines were equipped with German-design Mek-Hydro hydraulic transmissions and German Maybach engines. There were two separate Maybachs in each. One was the prime mover, mounted on and swiveled with the power truck, much like a HO model, while a smaller auxiliary engine provided power for train lighting and heating.

New Haven locos also had two 150-hp. traction motors with third-rail shoes for operation in and out of Grand Central Terminal. The three units were of sharknose design, low-slung, with a full-length radiator grill and a rounded



No. 3618 was one of the first order of GP-30's delivered. Note small fuel tanks.
Photographed at Cincinnati, Ohio, in 1967 (on B&O) by Don Dover

roofline. They were, of course, built to match the Pullman-Standard *Train X* equipment. The *Ohio Explorer* was operated as a medium-distance standard train, mostly between Cleveland and Cincinnati. NH used their locos with a single train set, operating one at each end in a push-pull operation. The engines were MU'd through the cars by means of 46-point couplers.

The ride was rough, as with all lightweight trains of the period. Had there been welded rail in the late fifties as there is today, they might have conquered this. Also, the train sets were inflexible, as were the locomotives, and hard to maintain. I've heard that the trains were too spartanized, like bus bodies. Lack of luxury was not much of a drawback, but the thin-skin construction allowed for a high level of noise. The trains have been likened to roller-coasters.

Whether or not there was sufficient passenger market at that time is a moot point, but certainly the 1958 recession didn't help. After the novelty had worn off, the public did not support the trains, whose experimental value failed to cover maintenance costs, so they were shelved. The *Ohio Explorer* went to Beech Grove (Indianapolis), never to return. In 1963 the 9.3-mile Pickens Railroad at Pickens, S.C., bought NYC train 20, including the loco, hopefully for tourist service. Next year they acquired New Haven 3000-3001.

To the best of my knowledge, Pickens still owns all of the Baldwin RP-210H production and at least part of the Pullman-Standard *Train X* equipment; but what is the New Haven equipment's fate?

While Jim Robertson was looking over the Pacific Great Eastern at Vancouver, B.C., the other day he spotted two Lake Superior & Ishpeming RS-3's, the 1605 and 1606, working in the yard. Also—a major find—Fairbanks-Morse H-10-44 D-1, which has an interesting history. Built in May '49 as the 1OL174, the D-1 ran on Weyerhaeuser Timber's famous Columbia & Cowlitz Railroad until 1968, when she was traded to Alco for C-415 No. 701. After Alco had ceased production, Montreal Locomotive Works took over the D-1, with all other assets, and has recently leased her to PGE. A plate on her side proclaims "Owned by Alco, Montreal." Jim, who lives at 2244 Mahon Ave., North Vancouver, B.C., also saw an unidentified SP switcher batting cars around the CN-BN yards in Vancouver.

Chicago & Eastern Illinois No. 240, a stock GP-30 as seen at St. Louis in 1967. Loco became Missouri Pacific No. 591; it is now Louisville & Nashville No. 1059.
Photographed by Don Dover; collection of *Extra 2200 South*

Along with several other readers, Preston Cook, 30 Cottage St., South Dartmouth, Mass., caught a mistake in Sy Reich's otherwise perfect Santa Fe roster in August *Railroad*, which had ATSF Nos. 50 and 50A as PA-1 and PB-1. Actually they were DL-109 and DL-110. The facing photo on page 54 compounded the error by showing DL-109 No. 50 plainly. This threw off the following PA roster, as all Santa Fe PA's were PA-1 and PB-1, *not* PA-2 and PB-2 as the roster states. DL-109 does not look like a PA. However, Sy Reich has done such an excellent job on rosters for so many years that this matter is merely a drop in the bucket.

Our Locomotive of the Month is the successful EMD GP-30, of which 948 were built, all but two of them at EMD's La Grange plant. Two were constructed at GMD's London, Ont., facility. They were introduced in 1961 as competition for GE's new U-25B and thus was born the commonly-known "second generation" of diesels. The GP-30 packs 2250 hp., rides on four-wheel trucks, and features an elongated top blister extending from the front edge of the cab to the rear radiator shutters. No other unit has this feature.

GP-30 was to have been known as GP-22, but EMD changed its policy of matching model numbers to horsepower. (This was a reversal; GP-9 was the last model to differ. GP-18, 20, and SD-24 all matched.) EMD sought to promote the "30 new innovations" included in the GP-30 design. The original GP-30, demonstrator No. 1962, built in July '61, is now UP No. 875.

The first GP-30 to be delivered to a railroad was Reading No. 5520, built in March '62 but since renumbered 3600. The last was Louisville & Nashville 1057, built in November '63. GP-30 is a freight hauler, although one set of cabless boosters (GP-30B's) has steam generators for passenger service —UP 727B-734B. These no doubt will go to Amtrak. Most GP-30's feature low noses, although N&W and Southern's have conventional high noses.

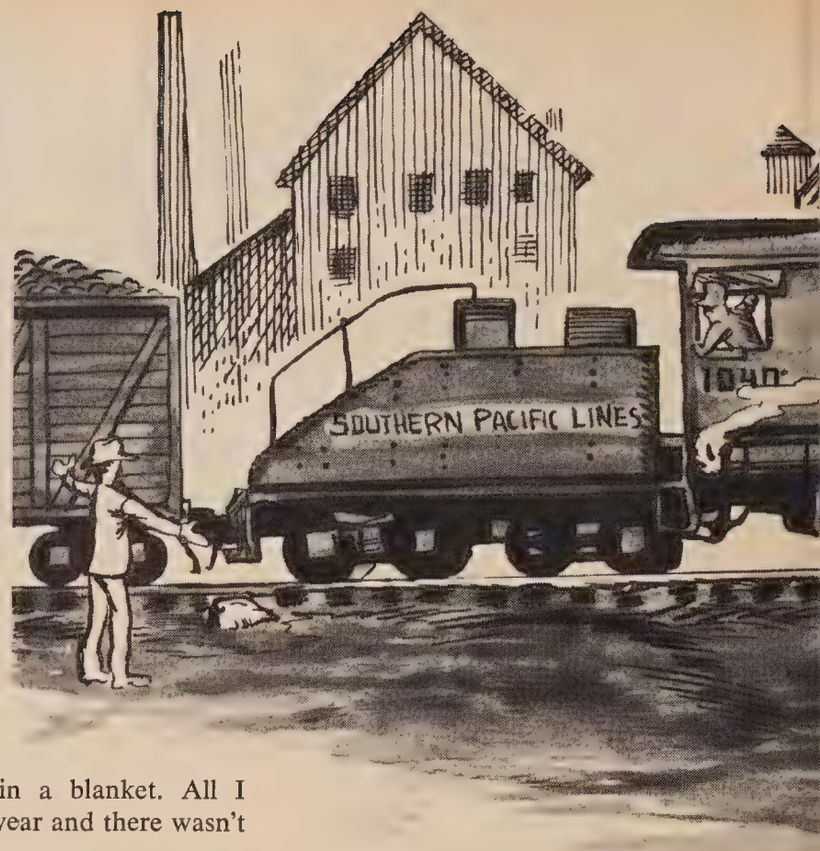
The GP-30's without dynamic brakes (on L&N, ACL, NYC, NKP, C&NW, SOO, and TP&W) have no ventilating grid where the resistors would be, simply an unbroken stretch of sheet metal. Some GP-30's were the result of Alco trade-ins, and ride on Alco type B trucks (MILW, GM&O, SOO). UP owns the only GP-30B's and has the largest fleet (152 locos, including the 40 B-units). A fine-looking model with a good operating record, GP-30 will one day be regarded as a classic.

Send diesel news to my home, 792 Farnham Ct., Cincinnati, Ohio 45240. ●

Norfolk & Western No. 554, seen at Clare Yard, Cincinnati, Ohio, in 1967, illustrates the high-nose version of the GP-30 used on both N&W and Southern.
Photograph by Don Dover; from collection of *Extra 2200 South*

LAST OF THE BOOMERS

by HARRY K. McCLINTOCK



Arnica Jack had charge of a pair of fat and placid mules.

WHILE I was downing a mug of cold suds at a bar in San Luis Obispo one hot lazy afternoon, the fat old barkeeper, who happened to be a former conductor on the Southern Pacific, let fall the name Betteravia. I was out of work at the time, just drifting around like a thousand other boomers—guys like "Arnica Jack," for example, of whom I will tell you later—and the barkeep said:

"The SP needs a switchman at Betteravia. It's a tank town at the end of a three-mile branch line. If you want to give it a whirl, you can ride out there with the turn-around freight crew at seven a.m. tomorrow."

I thanked him and showed up next day to meet the crew. One of them was Charley Longwood, griever for the Stingers at San Luis Obispo. In case you don't know what that means, a griever is a union representative who deals with the railroad management, while the Stingers belonged to the Brotherhood of Railroad Trainmen, so called because of the large B (bee) on their membership buttons.

Charley introduced me to Dick Hynes, engine foreman for the sugar factory at Betteravia, who gave me a job immediately. There was no application to fill out, no reference needed, and no examination. I was not even asked whether or not I owned a watch. All of which was right down my alley. Just a week before, in a cheap hotel at San Jose, a room prowler had gone off with my only suit, my Ingersoll watch, my service letters, and my receipts for payment of BRT dues which made me a Stinger in good standing. The son of a bitch also had carried off what loose change I had—damn him!—and even traded shoes, leaving me his own stinking pair that I could scarcely squeeze my feet into.

We'll pass over the argument I had with the hotel man. Somebody called the cops, and the hotel proprietor and I took a ride in the black wagon. They had to wrap me in a blanket. All I had was my underwear and there wasn't much of that left.

The jailer fitted me out with underwear, overalls, shirt, and shoes before I could face the judge next morning. Hizzoner, after a lot of questioning, came up with a Solomon-like decision that the landlord should pay me fifteen bucks for my lost property and that I should pocket the said *dinero* and get the hell out of San Jose—and stay out.

Lacking Stinger credentials that would have opened some caboose door for me, I rode boxcars to San Luis Obispo and no observer could have picked me out from the rest of the bums on board.

Luckily I knew a couple of rails in San Luis. Also, I still had most of that fifteen bucks and could front up with new khaki pants, a couple of decent-looking shirts, a necktie, and a pair of cheap shoes. The whole outfit set me back less than seven bucks, and the good old barkeep at San Luis generously staked me to a nearly new, fawn-colored Stetson that some absent-minded customer had forgotten when he left the saloon. I was again clean and fairly presentable. In the West at that time, if you wore a ten-dollar hat, the rest of your clothes didn't matter.

So within twenty minutes of my arrival at Betteravia I was on the footboard of a switch engine. My heart boasted that cozy feeling of being once more listed on a payroll, to say nothing of knowing where the evening beef and biscuits and the bedroom flop were waiting for me.

The plant was owned by Union Sugar Company, which processed a yield of more than fifteen thousand acres of sugar beets in a five-month campaign—the term used for the manufacturing season. Union Sugar regularly leased a yard goat from the Espee and hired a crew consisting of engineer, fireman, engine foreman, and one switchman to operate her.

Morning and evening we pulled the sugar house, dragging out four or five loads and spotting as many empties. One string of standard-gage beet racks arrived every morning with the Espee turn-around, and the Pacific Coast Railway delivered an average of three trains of ten or twelve slim-gage, link-and-pin racks each day. Neither road worked on Sunday. Sugar cars were weighed before and after each loading, but beet racks were weighed only when loaded.

Between short spasms of labor we had plenty of time to loaf around the

stranded boxcar that served as an office for the Espee freight agent, and to keep one another up-to-date on the standing of major league ball clubs, the apparent trends in national politics, and similar switch shanty topics.

I had never dropped into a softer spot. For five months I never wore a coat—in fact, didn't own one. For five months I never filled a lamp nor polished a globe. I don't believe that there were any lanterns or that any of the crew could have given valid testimony as to whether the acetylene headlights on the old 1040 would, or would not, operate. And not a single drop of rain fell in all those months.

The company-owned hotel served man-sized meals that were always well-cooked and appetizing. My room was as severe and simple as a monastic cell, but it was kept clean and the single bed was as comfortable as any I ever slept in. Betteravia, with its five-month tenure of office, was strictly a boomer job. Even so, the opening of each campaign saw at least one repeater on the crew of the switch engine.

AND NOW, let us take up the matter of weak drawbars in the slim-gage sugar cars that seemed to pull out easily. I worked on the same job with the same hogger, spotting the same cars on the same scales, and we didn't have five minutes' trouble in five months of weighing. But that drawbar stuff was one year later.

The evidence would seem to indicate that Dick Hynes and I were extra good men. We were—like hell. The answer to the $64 question was sitting right up in the engine cab and his name was Lyle R. Gardner.

That guy was young and ambitious. Above all, highly intelligent. He had fired for a couple of months on the slim gage, which enabled him to hire out as an *experienced* tallowpot on the Espee. He stayed with that road almost two years while he devoted some of his spare time to memorizing damned near every word of the *Locomotive Catechism* and to mastering an ICS course on air brakes.

He wanted to sit on the right-hand side of the cab and yank a throttle, to feel the surge of power as a big freight hog started a full-tonnage drag. He must have pictured himself on the sharp end of a gleaming streak of varnish, rocketing down through the night-darkened Salinas Valley with the clean white beam of the electric headlight like a shining sword ahead and the echoes of a mellow chime whistle bouncing back from the lonely hills.

Well, if he stayed where he was, a long time would pass before that happened. The Southern Pacific engines were all oilburners and twiddling the grease valve of one of those babies was

lots softer than patting one on the fanny with a scoop shovel.

Sizing up possibilities, it looked to Gardner as though it might be twelve or fourteen years before accumulated whiskers would move him across the cab. To a restless guy, that sounded like a century, or at least a lifetime. Lyle was young and blond and good-looking; he dressed well, danced well, plunked a mean mandolin, sang a pleasing tenor, and was not one to avoid the ladies. He wanted to be a hogger while he still had all those desirable qualifications. There must be some way to beat the game, he resolved, before his joints began to creak.

Then one day in the early spring our hero figured an angle. It might not work —but there was an even chance that it would. At least, he'd give it a try.

That day Lyle presented himself in the office of Mr. F. J. McCoy, at Betteravia. McCoy also was young. He was tall, lean, and good-looking and he was the Big Boss, the superintendent. The tallowpot applied for a job as hogger during the next campaign, which would start about June first.

"I am in engine service on the Southern Pacific, running out of San Luis Obispo," he told the super. "I'd like to get a vacation from mainline work for a few months, but can't afford to be idle that long. To a lot of mainline men like myself, five months of straight daylight work on your switch engine would seem like a paid vacation."

McCoy was a sport. Besides, he was looking at an applicant with a pleasing personality who was dressed in well-tailored clothes and whose language was as good as that of any college graduate. Lyle R. Gardner had made a sale.

"I'd like three or four weeks' notice when you need me," the tallowpot said, "to make my arrangements with the Southern Pacific."

The super agreed and Gardner rose happily, ready to bow out.

"Just one more favor," he smiled. "You'll want to ask the Espee about me, naturally. When you make your inquiries, please do not let it be known that I intend to work here. That might make it impossible for me to get away."

"Leave it to me,' said McCoy, as they shook hands. "Discretion is the word. Give your name and address to my secretary. And I'll look forward to seeing you when the campaign starts."

NOW, by a curious coincidence, an eagle-eye named Ralph L. Gardner was pulling freight and extra passenger out of San Luis at that time. By an even more curious coincidence, Lyle R. Gardner somehow got his initials reversed when McCoy's secretary took his name. As far as the Union Sugar Company was concerned, he was R. L. Gardner.

And it was about engineer R. L. Gardner that McCoy discreetly inquired. The replies had to be highly satisfactory. This Gardner was a hogger with whiskers enough to haul manifest freight and extra passenger, and his record was as clean as a Dutch girl's apron.

When the fire was lit under the boilers of Betteravia's sugar factory, Lyle R. Gardner was there. And when the rented switch engine coupled into the first string of loaded beet racks the seat of his overalls was planted firmly on the coveted cushion on the right side of the cab.

He had the job but was still a long way from being a hogger, and nobody knew it half as well as he did. Lyle had never run a locomotive more than twenty feet in his life and he must have been so nervous it's no wonder he couldn't spot cars on a scale.

Where boxcars are thick the work of one crew is tied into the work of every other crew in the yard. Delays are dynamite. But at Betteravia you had more time than anything else. A delay might beat you out of a little spot, or rest period, but that was all; and Lyle learned how to run a locomotive.

He finished the campaign and, before the service letters were made out, he corrected that little matter of the reversed initials. He also arranged for a return engagement next season.

With an enviable wardrobe and a nice supply of folding money, he landed in San Francisco, after a free ride from San Luis, and hit the Espee for a job running a switcher. He was willing to go anywhere on the system, he said, and his service letter was as authentic as a Government bond, even though it showed only five months' experience. The traveling grunt, or somebody, put him through an examination and found that he knew more answers than the guy who wrote the book. That pleasing personality hadn't wilted, either.

Previously, the Espee had hired engineers for the night goat at Dunsmuir, but none of them stayed long. Dunsmuir is up on the Shasta Division among the towering peaks of the Siskiyous. In the winter time it gets colder than a miser's heart and the snow is belly-deep to a giraffe. Most boomer hoggers who hit California in those days were hunting sunshine and oranges and wanted no part of blizzards and snowballs any more than I did.

Gardner lit in Dunsmuir around November first. He was fairly proficient as a yard hogger and was handling the same kind of calliope he had pushed around at Betteravia. He was eager to learn and he got by easily. Assured of a job at the sugar factory for the next campaign, he worked out a ten-day notice late in April and figured on a month or so among the bright lights of San Francisco before showing up among the beets.

But Lyle wasted little time in dalliance with the fair sex on Powell Street. The Santa Fe was hiring an occasional hogger at Richmond, across the bay. So to Richmond he went.

He now had three service letters: one showing a couple of years as a fireman and two others showing a total of something like ten months as a hogger. Hard study, plus whatever coaching he could pick up, had given him a thorough knowledge of standard rules for the operation of trains. He hadn't forgotten a word of the *Locomotive Catechism,* either.

So he made a good impression on the Santa Fe super. "I'd like to hire you," that worthy said, "but things are pretty slow now. Come back next fall and we'll see what we can do."

"Hire me now," Lyle said slyly, "and see if I can pass your exam. I can go back to the sugar factory for another five months and by that time you may need me."

He passed all tests with flying colors, made a trip to establish his seniority date on the engineers' board, and took a leave of absence until the following October. By the time the sugar campaign at Betteravia had ended he could do all right on the extra board of the Santa Fe. He did so well, in fact, that he stayed right there permanently.

WHEN I gave Lyle Gardner a come-ahead token and latched onto the first string of beet racks, he had learned the old hogger's trick of placing rock landmarks right under the cab window and one car-length apart. Since the beet racks were all the same length, he could have spotted the whole string without any signals—just shoving ahead one car-length when he heard the weighmaster's gong.

Betteravia was a mightly pleasant spot. But the story of my sojourn there would not be complete without an account of the advent and the hasty departure of "Arnica Jack."

Arnica was an ancient and dissolute switchman, a contemporary of such

legendary figures as "Circus" Doyle and "Hee Haw Mike." None of these worthies bothered the eastern railroads to any degree. All worked, at times, in Chicago and all had spent at least one season on the Iron Range of Minnesota. They worked for Jim Hill when the wheat was moving out of the Dakotas and they made the cane rush in Louisiana. But they were essentially Western boomers.

Arnica Jack, a good car hand when he wanted to toil, was congenitally about as worthless and irresponsible as any man who ever hit a footboard. No one will ever know how many times his friends squared the records to fix that old reprobate up with a good job. The fact that he invariably blew up within a short time didn't seem to make any difference.

He had worked under so many flags that I don't believe anyone knew his real name. The monicker of Arnica Jack was conferred on him because legend had it that, while sojourning at the old SP hospital on Valencia Street in San Francisco, he developed a raging thirst, drank a bottle of that soothing liniment, and thereupon wrecked the joint.

He showed up at Betteravia a little too late to get the job I landed. He had known about it and had started from San Francisco in time, but was delayed with a tart in a rooming house somewhere along the line. I had been working for two weeks when he finally showed up.

Not wishing to see the ancient boomer leave town without a road stake, Dick Hynes lined him up a job on the odd labor gang. On the positive assurance that as far as he, Arnica Jack, was concerned there wouldn't be much labor to it, the position was accepted.

The principal assignment of the odd labor gang was the collection and disposal of rubbish and general policing up around the plant. Arnica Jack's first appearance was as custodian and motive power of a capacious wheelbarrow, plus broom and shovel. His beat was in what might be termed the civic center of Betteravia—that is, a dusty area in front of the big company-owned general store, said area bounded on the south by the railroad tracks and the sugar factory.

IT WASN'T long before Arnica was the best known citizen in the village and his wisecracks were passed around Betteravia. Then, presently, he was promoted. Instead of pushing the lowly wheelbarrow, he was given charge of a pair of fat and placid mules with a rubbish wagon attached.

The rubbish dump was down in the bottom of an adjacent canyon and Arnica Jack would give any listener a thrilling account of the way he had to nurse his air, even with the retainers up, on the down grade. To get out again, he claimed he had to kick the Johnson bar right down into the forward corner and cut in the booster. There were times when the outfit almost stalled and he thought he might have to double the hill, which would have involved a claim for extra mileage. But the judicious application of a barrel stave on the mules' rumps evoked the necessary added effort, and he never actually died on the hill.

Arnica Jack was about as homely as you could imagine. He must have been a notch or two past sixty, his scanty crop of hair was a nondescript color between off-white and sandy, and King Alcohol had painted his schnozzle a rich crimson veined with purple.

Betteravia had a comfortable clubhouse where the unmarried officials lived on the fat of the land. Arnica set himself in solidly with the steward of this club, so solidly that he probably did more drinking there than any two of the official family who also ate and slept on the premises. On several occasions he got away with a whole case of marvelous brew. Running true to form as an old boomer, he lugged his loot over to the switch shanty and declared us all in for a split. Even Lyle Gardner, abstemious as railroaders generally come, was willing to forget his scruples and down a bottle or two.

One August day an organizer for the Loyal Order of Moose showed up in Betteravia. A new lodge was being organized in Santa Maria, the charter was still open, and the initation fee was attractively low. Something like twenty-five Union Sugar employes signed applications and among them was Arnica Jack.

The lodge put on a special daylight initiation for sugar factory men on the night shift, but about a dozen of us, including Arnica Jack, were obligated at a regular meeting. We hired about all the rigs in the company barn to get to Santa Maria and back. After the lodge had been closed in due form, we new members adjourned to a nearby gin mill to see if the flowing bowl was still flowing. Consequently, it was long after midnight when the last of the rigs checked in at the Betteravia barn.

I made an immediate dive for the hay, but Arnica and five or six others were in the mood for wassail. They held forth in the lounge of the joint and, since the bedrooms were on the upper floor, their prolonged hilarity might have been overlooked but for one final touch.

The hotel manager was an elderly gentleman of considerable ability and tremendous dignity. His name was Grey but he was usually referred to as Lord Grey. The rest of the staff, from the *chef de cuisine* to the humblest flunky, were Japanese. At five o'clock each morning a Japanese flunky would tour the hallways of the upper floor. Hammering enthusiastically on a metal triangle, he'd arouse the guys on the day shift, who had just one hour to dress, eat breakafst, and get on the job.

On this auspicious morning the Oriental had company. When he made his round of the halls he was followed by a procession of inebriates armed with the handy conveniences found under beds in those days. Arnica Jack demonstrated that, by holding the receptacle in one hand and the lid in the other, he could produce a clashing like that of cymbals. The clamor aroused everybody in the joint, including Lord Grey who, with his good wife, occupied a separate wing.

All the other celebrants heard the angry manager coming and did a quick duck. Only the old boomer continued to follow the Jap. He was still clashing his china cymbals when the outraged manager arrived. So Arnica had to take the rap. Lord Grey reported him to Superintendent McCoy.

That afternoon we ran Arnica down the branch to Guadeloupe, shook hands with him, and wished him luck. Then we climbed back onto the little old 1040. Lyle Gardner eased the throttle open and she chuffed away. Looking back, we could see the old boomer, a lonely and somehow pathetic figure, all by himself on the windy platform of a whistle-stop station.

We didn't have much to say to each other on the short run back to Betteravia and its sugar beets. I guess we were all mulling over the same thought. None of us believed we would ever see that ancient sot again—and I don't think that any of us ever did.

I will always think of Arnica Jack as the last of the boomers. He was a relic of the link-and-pin and hand-brake era, a remnant of the rollicking, reckless crews that manned the carriers when railroading was about the toughest game in the country. For him and for his kind, the end of the line was just around the next curve. ●

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1 ***What was the cost to individual railroads for joining Amtrak?***

The following list shows the latest approximate figures of cost of entry. The entry fees can be paid over a three-year period.

Penn Central	$52,400,000
Burlington	32,400,000
Santa Fe	21,100,000
Union Pacific	18,800,000
Seaboard	18,300,000
C&O/B&O	9,500,000
Southern Pacific	9,300,000
Illinois Central	8,700,000
Louisville & Nashville	6,000,000
Milwaukee Road	5,900,000
Norfolk & Western	5,800,000
Missouri Pacific	2,500,000
Gulf, Mobile & Ohio	2,200,000
Grand Trunk	2,100,000
Richmond, F & P	1,700,000

2 ***Which cities had streetcar systems with a center third rail?***

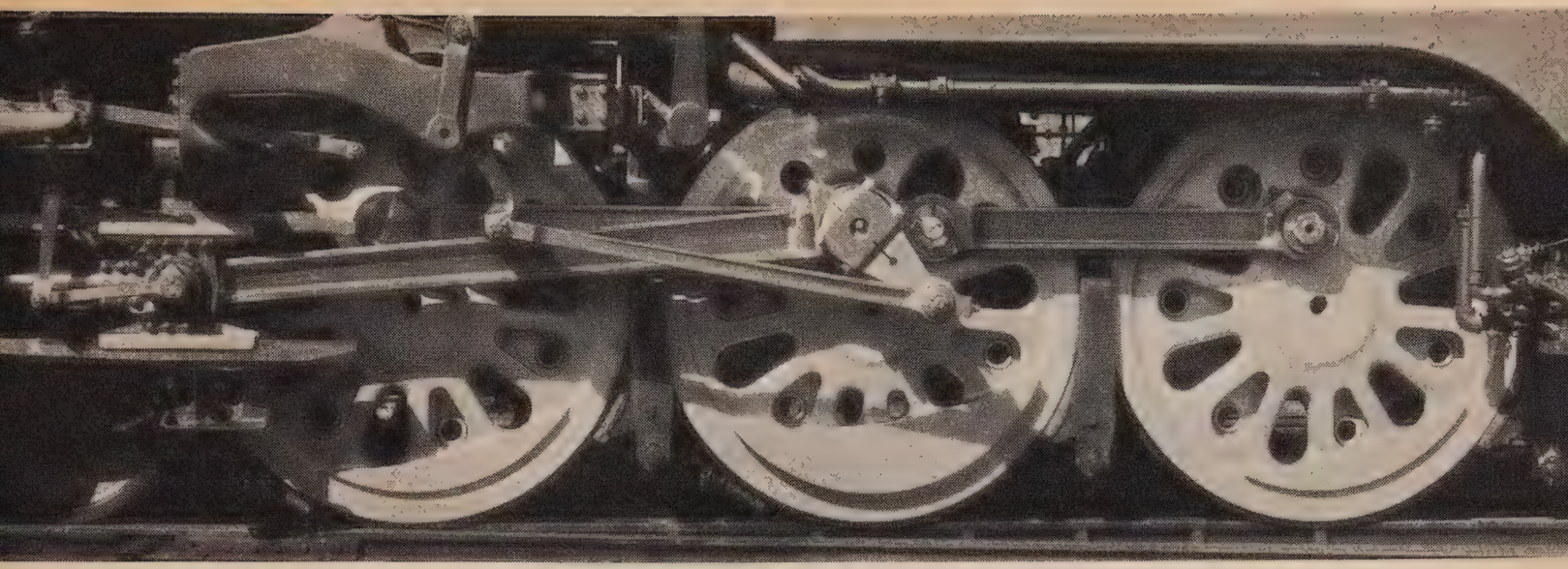
Answers Roger Arcara: "Washington, D.C., and New York City. Both cities prohibited the erection of trolley wire in central areas. Since both had some cable-car routes, these were electrified by placing negative and positive power rails parallel to each other in the former cable slot. 'Plows' suspended from the car trucks made contact with the power rails. When main horse-car lines were electrified in the central areas, conduit trackage had to be built from scratch, which was very costly to install and maintain. Operation was mechanically successful until the 1940's when the cities' practice of spreading salt to melt snow caused electrical difficulties. At no time did the power rails cause any shock hazard to pedestrians."

3 ***How long is the average freight train?***

According to the Association of American Railroads, the average, oper-

John Briggs, 158 N. Maple Ave., East Orange, N.J.

Intermountain Limited **at Cumbres Pass, Colo. Such scenes are one reason why Rio Grande Durango line is so popular.**



Close-up of the Boxpok-type driving wheels once used on streamlined *Twentieth Century* locomotives. (See question 5.)
Railroad Magazine collection

ated by Class I roads in 1970, contained 70 cars and a caboose. This figure has remained relatively steady over the past 15 years; for example, in 1960, there were 69.6 cars plus caboose. Of the 70 cars in the 1970 figure, the average worked out to about 40 loaded and 30 empties.

4 ***Supply information on the D&RGW branch which connects Durango and Silverton, Colorado.***

Cornelius Hauck of the Colorado Railroad Museum replies: "This three-foot-gauge line was built in 1881 and 1882 as the final 45 miles of the Denver & Rio Grande's San Juan extension via Cumbres Pass. Almost abandoned a couple of decades ago, it was discovered and saved when railfans rode its twice-weekly mixed train and spread the word to tourists, who turned out in droves to enjoy its antiquity and gape at the breath-taking scenery. Instead of silver ore, the line now hauls capacity crowds of tourists and railfans from June to October. Original wooden coaches are now supplemented by new steel reproduction coaches, while class K-28 outside-frame 2-8-2 locomotives (Alco, 1923) provide power. Despite running two sections daily during July and August, the train leaves many would-be travelers standing on the Durango depot platform; advance reservations are recommended. A booklet, *Cinders & Smoke,* describing the line, is available for $2 from our museum at P.O. Box 641, Golden, Colo. 80401."

5 ***What were Boxpok driving wheels?***

Unlike spoke-type driving wheels, Boxpok wheel centers consisted of box-section spoke and rim construction, which meant, in effect, much smaller holes in the driving wheels. With the large diameter drivers of later steam years on locomotives pulling harder and at higher speeds than ever before, the stronger Boxpok wheels had supporting walls on both sides and this cut down on wear and tear of locomotives, track and roadbed. General Steel Castings Corp. made them.

6 ***Brief history, please, of the Norwich & Worcester Railroad.***

This road, which ran from Groton, Conn., to Worcester, Mass., 71 miles, was chartered way back on June 22, 1836, as a consolidation of the Boston, Norwich & New London and the Worcester & Norwich. In 1869, it was leased to the New England Railroad for 99 years. This lease was assumed by the New York, New Haven & Hartford when the New England RR. merged into it.

7 ***When did the first diesel locomotive run in Arkansas?***

Probably in 1938 on the Kansas City Southern's *Southern Belle.* According to MP engineer William T. Church, Missouri Pacific had switching locos, Nos. 9000-9003, built by EMD in 1937 working Little Rock Union Station the following year. Bill says he worked for the Frisco and Cotton Belt in the late 30's but doesn't recall any diesels on those roads prior to 1938. Perhaps some reader knows of one.

8 ***How much do the railroads get out of total U.S. transportation spending?***

Even with a $40 million federal appropriation for Amtrak, the Association of American Railroads estimates that railroad projects will get less than one-fifth of one percent of this year's government transportation expenditures.

Total 1971 spending for transportation facilities at all government levels should approach a record $25 billion. Included in this amount is $25 million for high-speed ground transportation. But a breakdown reveals that only $6.5 million of this figure is included specifically for rail projects. Add this to the one-time-only Amtrak total and you get less than $50 million. Most of the transportation money will, as usual, go for highways. Estimates are $21.6 billion this year, compared to $20 billion in 1970.

9 ***When did the Sands St. subway station in New York City close down, and when did the IRT City Hall station end passenger service?***

Sands St. Station shut down in 1944 and the IRT (Interborough Rapid Transit) City Hall station, in lower Manhattan, ceased passenger service in 1945. The latter station is closed to the public but can still be seen if you stay on the local train after the Brooklyn Bridge stop (where all passengers are told to get off). The train does not permanently disappear into the murky darkness; instead, it loops around past the old City Hall station and reappears on the uptown local side.

10 ***When was the Hocking Valley founded and when did the C&O take it over?***

It was incorporated February 25, 1899, as successor to the properties of the Columbus, Hocking Valley & Toledo Railway. In March, 1910, Chesapeake & Ohio acquired from the B&O, Erie, Lake Shore & Michigan Southern, and Pittsburg, Cincinnati, Chicago & St. Louis their holdings of the common stock of the Hocking Valley. By 1924, the C&O owned $8,837,900 of the $11 million outstanding stock.

Running Extra

"At the end of question 3, October dept., you asked if readers knew of any

non-rail publications that had feature articles on railroads. Aside from *Life, Fortune,* and numerous business magazines, *American Heritage* has had many such articles, ranging from the Arcata & Mad River to the Western Pacific," writes Wm. G. Tyrrell, 34 Winthrop Ave., Albany, N.Y. 12203

Other publications with railroad articles were *Macleans Magazine* (June-Sept. 1930) and *National Geographic* reports Ed Pugsley, 1275 Brantwood Rd., North Vancouver, B. C., Canada. The Aug. 1955 issue of *True* had ten color photos of great American steam locomotives, according to L. P. Cummings, Lancaster, Pa.

Correction to our reply about covered bridges (Aug. dept.) comes from Donald C. Dietrich, 9508 15th Ave. N.E., Seattle, Wash. 98115 Don says the covered bridge at Monroe, Wash., was removed by the Milwaukee Road several years ago and replaced with a steel girder bridge. The only Milwaukee Road covered bridges now left in Washington are those at Doty and North Bend, both relatively short. Don adds that he thinks the State of Oregon probably has the most covered railroad bridges.

What were numbers and road names of the cars derailed on the Illinois Central at Tonti, Ill., June 10, 1971? Were they scrapped?—V. G. Della Torre, 116 Cherokee Lane, Franklin Lakes, N.J. 07417.

In the March, 1931, issue of *Railroad,* page 599, is a description, with photos, of W.H. Whalen's device for a railroad crossing that was both shockless and noiseless (it consisted of a disk that turned with the approach of a train to provide a continuous rail; it was tested at Southgate, Calif.). Was this device a success?—Allen Harder, 5567 Morningside Dr., Concord, Calif. 94521.

Photo in your October dept. looks more to me like a double slip switch. My idea of a "scissors" switch is four standard switches and a diamond crossover. —Chas. Burns, 406 Heustis St., Yorkville, Ill. 60560.

A further reply to Jim Edmonston's question about 2-10-4's used in passenger service comes from Elwin Heath, Box 15, Barre, Vt. 05641. Mr. Heath says that an Eastern road, the Central Vermont, frequently hauled week-end ski trains north from White River Jct. to Waterbury, Vt., between 1930 and 1950. As many as 16 Pullman sleepers were pulled behind the big Texas-type engines. Southbound trains, he tells us, carried baggage cars outfitted as a traveling hospital, including registered nurses to care for injured skiers (of which there were many). Mr. Heath adds that these locos hauled many troop trains during World War II, sometimes running through to Halifax, N.S., to carry men shipped from Canadian points, and returning English and Canadian sailors to Montreal after their ships had been sunk or damaged.

A reader asked whether anything is being done to preserve Denver & Rio Grande Western "mud hen" Mikado No. 464 (Aug. dept.). This loco sits on a track behind the shops at Durango in very poor shape. The wooden cab structure is rotting away. As far as I can learn, there are no plans to scrap her nor plans to preserve her, either. For the forseeable future, she will just sit there.—G.W. Lindsay, Rte. 1, Box 389N, Durango, Colo. 81301

More info. on the comparative weights and pulling power of Union Pacific's "Big Boys" and Duluth, Missabe & Iron Range's 2-8-8-4's comes from Richard F. Cole, 100 Prospect St., Cambridge, Mass. 02139, as follows:

UP engines Nos. 4000-4019, Alco 1941; weight on drivers, 540,000 lbs.; total engine weight, 762,000 lbs.; weight of tender loaded, 427,500 lbs.; grate area, 150.3 square feet; boiler pressure, 300 psig; rated tractive effort, 135,375 lbs.; drivers, 68 inches.

UP engines Nos. 4020-4024, Alco 1944: weight on drivers, 545,200 lbs.; total engine weight, 772,250 lbs.; weight of tender loaded, 436,500 lbs.; grate area, boiler pressure, tractive effort and drivers, same as Nos. 4000-4019.

DM&IR 2-8-8-4's Nos. 228-237, Baldwin 1943: weight on drivers 565,000 lbs.; total engine weight, 699,700 lbs.; weight of tender loaded, 438,000 lbs.; grate area, 125 square feet; boiler pressure, 240 psig; rated tractive effort, 140,000 lbs.; 63-inch drivers.

With a larger grate area, higher boiler pressure and larger drivers the "Big Boys" were more powerful in terms of horsepower and faster than the DM&IR "Yellowstones."

Aside from the Pennsy loco at the 1939 New York World's Fair, mentioned some months ago, your readers might like to know of other operating steam engines at exhibitions. Southern Pacific had two locomotives at the 1915 San Francisco "Panama Pacific Exposition." One of these, No. 1457, was a 4-4-0 cut away in sections on the centerline to show interior workings. Drivers on rollers were operated by electric power. The other loco, a 4-4-2, was operated under her own steam at night and illuminated by 48 searchlights. She also furnished steam for some of the lighting of the grounds and for the fireworks display.—Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611.

I have some railroad silveware with a conquistador hat and the letter D engraved on it. What train and what road did this emblem come from?—T.J. Tokuez (no address).

What caused the Erie passenger train wreck at Binghamton, N.Y., on Sept. 5, 1933? How many persons were killed or injured?—Richard Shannahan, 126 Beethoven St., Binghamton, N.Y. 13905.

Who knows how many railroads there are in the United States?—Ron Lewis, 1232 Victory Drive, St. Louis, Mo.

How many SD-35's, SD-40's, SD-45's, and GP-40's are on the C&O/B&O?—Gregory Jordan, Rte. 5, Box 570-A, Charleston, W.Va. 25312.

On June 13th, around 12:30 p.m., at the Erie Lackawanna control tower at Sterling, Ohio, I saw an eastbound EL piggyback freight with a passenger car in the consist, near the caboose. The car was open-ended with square windows, dark green, with the name Lackawanna in gold letters; its number was 573. Can anyone tell me about this car, such as where it was headed (to some museum in the East?); also, how old is it?—F. J. Stoner, RR 1, Box 512, Doylestown, Ohio 44230.

Has anyone taken movies of Canadian Pacific 2-10-4 Selkirks in the Rocky Mountains?—Robert Baker, 2802 Ness Ave., Winnipeg, 12, Manitoba, Canada.

I saw a freight car with the slogan "The Sole Leather Line" on its side; what railway was it?—Philippe Myers, 28 Bliss Road, Longmeadow, Mass. 01106.

Abandonments (August List)

Compiled by Albert Herskovits

Central Railroad of New Jersey—abandonment of Lee Mine branch, 1.5 miles, in Luzerne County, Pa.; of Franklin branch, 1.1 miles, Luzerne County, Pa.; of Tresckow branch, 7.7 miles, Carbon County, Pa.; of Coplay branch, 0.5 miles, Lehigh County, Pa.; of trackage rights over Reading Company between Tamanend to Silverbrook Jct., Pa.; of 10.7 miles, Pinewald to Barnegat, N.J.; 2.0 miles, Branchport to Oceanport, N.J.; 2.4 miles, Bridgeton to Bowentown, N.J.; 3.6 miles, Bowentown to Bridgeton, N.J.; 3.6 miles, Wharton to Mount Hope, N.J. (over Mount Hope Mineral RR.). Total: 33.1 miles.

Chicago & North Western—2.9 miles, portion of line between Black River Falls and Sheppard, Wis.

Chicago, Milwaukee, St. Paul & Pacific—13.6 miles, Delmar to DeWitt, Iowa.

Florida East Coast—23.9 miles. East Palatka to Bunnell, Fla.

Oregon Short Line, Union Pacific—0.6 miles on Butte Hill, Silver Bow County, Mont.; abandonment of operation over Burlington Northern trackage at Butte, Mont.

Penn Central—0.7 miles in city of East Chicago, Ind. (with Penndel Co., owner); 2.1 miles, Hutchinson Mine to Cowansburg, Westmoreland County, Pa. Total: 2.8 miles.

Reading Company—3.4 miles of Tamanend branch, Ryan, Delano, and Rush townships, Schuylkill County, Pa.

Total of abandonments authorised by the Interstate Commerce Commission for the month of August, 1971—80.29 miles.

THE EDITOR'S WAYBILL

by Freeman Hubbard

SEVEN steam locos, belching dark smoke plumes, are still pulling narrow-gage trains on the Ferrocarril Cuzco-Santa Ana line in Peru. There are also some diesels, I don't know how many, and a fair-sized number of self-powered Buda rail-cars. Last August I rode that line with my wife, Naomi, around an almost continuous succession of incredibly sharp curves in the Andes, the highest mountains on earth except the Himalayas in Asia.

One spectacular trip we took began at the modernized old city of Cuzco, which for half a millenium had been the capital of the great Inca Empire, embracing the best part of South America, and it ended about 69 miles and three hours later beside the headwaters of the Amazon at the foot of a lofty plateau. On top of this plateau stands the well-preserved ruins of an Inca Indian stronghold-city, Machu Picchu, built so high up, like an eagle's nest, centuries ago because the natives wanted to have a magnificent Temple to the Sun as near as possible to the sun itself.

One such train en route to Machu Picchu was pictured on this magazine's cover last August. But that color-photo, made by Maxine Wishner, conveys no idea of the slenderness of the right-of-way for most of the journey—hewn from rocky slopes at a frightful cost of life and with crooked financing—nor how close to the edge of steep precipices the tracks are laid, nor how tortuous and frequent its curves are, nor how difficult it is sometimes for many of the tourists to breathe in that rarified atmosphere.

I had hoped for a steam engine on this trip, but instead we had an Alco diesel, No. 2604. Our native engineer, Miguel Olivares, learning from a railfan passenger, Clyde Kramme of Vineland, N.J., that *Railroad Magazine's* editor was on his train, came back into my coach with a friendly greeting, much to my surprise and delight, before starting on his run.

Vista from the cab window of a 2-6-2 tank engine that used to run in the Andes Mountains of Peru but has since been scrapped. Note the British-type whistle.
Photograph by Brian Fawcett

Some trains on the Cuzco-Santa Ana run to Chaulley, 65 miles further than the three-hour ride between Cuzco and Machu Picchu, but most of the traffic on that rugged and superbly scenic line consists of passengers traveling on mixed trains between those two points that did the most to make Inca history. The line was originally projected to Santa Ana—hence the road's name—120 miles northwest of Cuzco, but when and if it will be built there is problematical. There is, however, a fairly busy branch line to Arequippa, a city which my wife and I also visited. Like most South American cities, it is a colorful blend of Inca and Spanish culture.

No doubt about it, Peru has the world's highest non-cog rail lines, the stiffest adhesion grades, and the sharpest curves. Highest of all is ,of course, the Central Railway of Peru, which does not connect with the Cuzco-Santa Ana road. Peru also has the highest navigable lake, Titicaca; but La Paz in

You can view snowy peaks from train windows for many miles of the spectacular trip over the Peruvian slim-gage mountain railroad that takes you from Cuzco, capital of ancient Inca Empire, to Machu Picchu, a lofty old city now in ruins.

Bolivia, where we stayed a while, is the world's highest capital. I would never go to La Paz again; breathing there is too hard for people from the plains or coastal areas to take, although it didn't bother my wife very much—she was born in the Rockies. The U.S. Embassy in La Paz is equipped with oxygen service for the benefit of visiting American citizens who need it. Incidentally, while Naomi and I were in La Paz we saw some exciting street demonstrations, but we didn't know then that they were a prelude to the revolution which would soon replace Bolivia's democratic government with a military junta.

Original plans were to electrify the Cuzco-Santa Ana, making it a big-scale interurban type, but the cost of this project was prohibitive. Laying tracks on steep mountain sides must have been a herculean task in itself. Brian Fawcett, who spent nearly 25 years as an operating officer on the Central of Peru, wrote a book entitled *The Andes Railways,* in which he refers to the Cuzco-Santa Ana line as follows:

The professional eye is conditioned to note with some apprehension that many of the ties are contorted as though they had endeavored to wriggle out from under the rails and escape, for in many places their absence has been made good with slabs of rock. Curves are lengths of straight rail bolted together. If present at all, ballast is meager. The result is that the roadbed is not one to inspire confidence. . . .

Cuzco, where we climbed aboard for the sensational ride to Machu Picchu, is 11,000 feet above sea level, but much of the railway itself runs along a winding mountain shelf about 1,000 feet higher. The train slowly attains that additional altitude by switchbacking its way up through two double zigzags, while the bewildered passengers gaze somewhat scarily at the gorgeous vista of the luxuriant valley below and the brightly-colored ancient city of Cuzco dotting the mountain side.

Dominating the city are the ruins of the Inca fortress of Sacsahuman, dark and foreboding, beyond which rise majestic, snow-crowned mountains. After a while, the railway descends to a somewhat lower level, to lush meadows and jungles. There you see occasional large herds of cattle and some llamas, both wild and domesticated. Then you journey through a mystic land of shadows —as Fawcett puts it, "mountain valleys so closed-in and precipitous that rails lie in blue twilight, while the mountain sides high above are bathed in eternal sunshine." Finally, you reach the base of the fabulous Machu Picchu plateau, some 6,700 feet above sea level.

You walk across a small bridge over one of the tributaries of the Amazon from the railway depot, which is fairly modern. Then, seating yourself in a little stuffy bus or, if you are lucky, on a hard bench in a small open-air truck, you hope to eventually reach the top without your vehicle sliding off the slim mountain road, as it threatens to do almost every foot of the steep journey. But even that is better than getting a sore behind by riding up to the plateau on the back of a slow, plodding mule, as tourists used to do not so long ago.

At the top, a modest hotel and restaurant were built not long ago. You eat lunch there. By making reservations beforehand, you could spend a night in the hotel amid the glories of an empty historic city. Nobody lives in the Incas' old stone houses or the great temple. You pay an entrance fee. An English-speaking guide shows you around part of the city, all of which is built on sloping land, and he tells you what little is known of its past. But you walk slowly, now and then sitting down on a stone to rest, because if you don't you may find yourself gasping for breath and your heart racing.

Even to this day, Machu Picchu is veiled in mystery. Known as the "Lost City of the Incas," it was undiscovered by white men until the intrepid Hiram Bingham, one-time U.S. Senator from Connecticut, crawled precariously up the plateau in 1911. At that time it was partly hidden by thick vegetation, which has since been cleared away. The South American version of Pompeii broods from a lofty height over a wilderness of snow-capped peaks, dense jungles, and white water rushing madly over boulders and through canyons to join the mainstream of the mighty Amazon. So remote and impenetrable was Machu Picchu before the railway came in the 1920's that the Spanish *conquistadores,* led by cruel Francisco Pizarro, never reached it in the early 1500's nor at any other time.

While visiting Lima, including what may be the world's only major museum devoted solely to erotica, that of the ancient Incas, my wife and I went into the old Catholic Cathedral, huge, shabby, and dusty, and saw there the reputed mummy of Pizzaro, indecently exposed to public stares in an all-glass coffin. Later, while exploring Machu Picchu, I thought of those brownish bones and shriveled flesh and I wondered whether or not General Pizarro had ever heard rumors of the inaccessible fortress-city he would never see.

Machu Picchu could well be called the eighth wonder of the world. Nobody knows for sure when or how it was built, what engineering was used to haul the gigantic stones for its construction along slim and treacherous mountain trails, without wheels, horses, mules, or elephants, nor when or why the city was finally evacuated. Archeologists say it probably boasted about 2,000 population. The Incas had no written language but possessed engineering skill. You can judge that from the remains of an aqueduct, still standing, that brought pure mountain water into the city, and from a large wall,

erected without mortar or plaster, in which dressed oblong stones were fitted together so closely that even today, many centuries later, you can't stick a needle between them!

They were artistically gifted, too. Those Indians produced a variety of delicately detailed gold and silver artifacts, well-designed weapons and utensils, and fine sculptured pottery, including the somewhat startling exhibits of erotica we had seen in the classic-architectured Lima museum, and better textiles, we are told, than are manufactured anywhere in the United States today! Most of these items were preserved for centuries in almost perfect condition by having been buried in dry, sandy graves on the Pacific coast of Peru, a sort of "Big Rock Candy Mountains" where rain or snow never falls.

The Incas' religion was somewhat similar to that of the Aztecs in Mexico. They worshipped the sun. While we were spending a mild-weather afternoon in Machu Picchu, I took a nap on the broad, flat, sacrificial stone just outside the Temple to the Sun, falling asleep for a few moments at the very spot where fanatical Indian priests used to gouge out the bloody hearts of virgins to placate their god.

After I woke up, Naomi and I ate a tasty lunch in the restaurant. Then we careened down the mountain side in the little roofless truck, crossed the bridge again, and took the narrow-gage train back to Cuzco. It was an unforgettable day. Peru—and especially Machu Picchu—offers the most impressive archeological treasures to be found anywhere in either North or South America. ●

Mike Eagleson

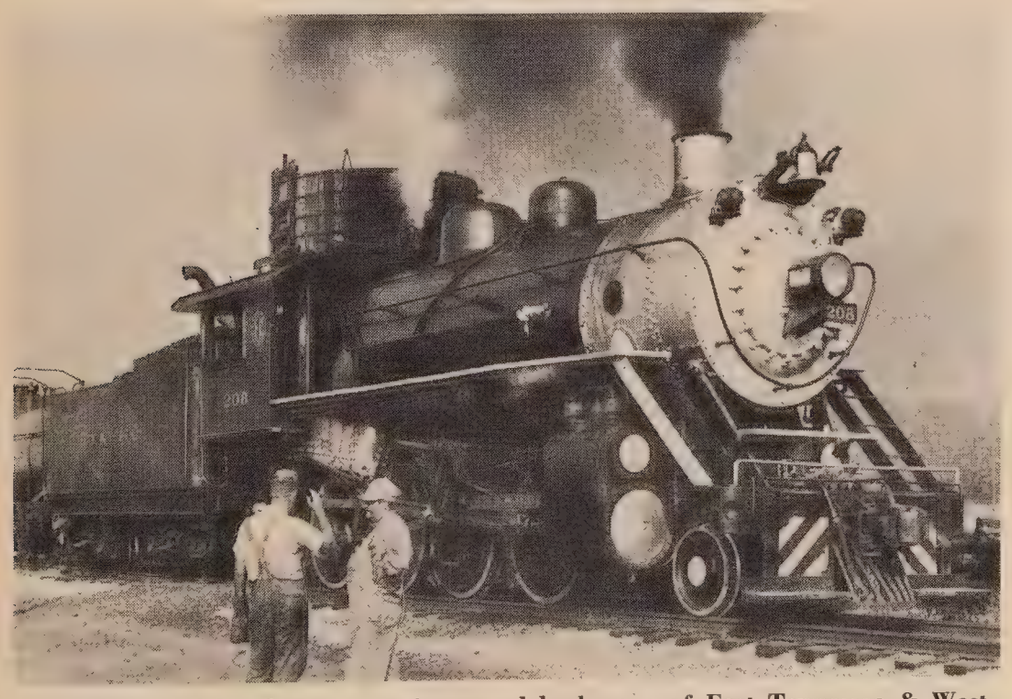
IN SEARCH OF STEAM

EX-NICKEL PLATE ROAD 2-8-4 No. 759, class S-2, owned by Steamtown, U.S.A., and leased to the High Iron Company of Lebanon, N.J., has finally run her last mile—for a while anyway.

On August 6th, the big Berkshire pushed a Reading freight on the Western Maryland from Hagerstown, Md., to Lurgan, Pa. What a racket and smoke display she made getting the tonnage rolling out of the WM yard! I was there and watched her with joy. The following day, High Iron Co. ran No. 759 from Hagerstown to Bethlehem, Pa., with their Tuscan red passenger equipment and WM gondola filled with extra coal. August 8th found the Berkshire pulling this same consist from Bethlehem to Hoboken, N.J. Quite a busy week!

High Iron's Erie Lackawanna excursion from Hoboken to Binghamton, N.Y., took place smoothly the weekend of August 14-15. Highlight of the trip was blasting eastbound out of Scranton, Pa. Her exhaust shot about 200 feet in the air, which delighted camera fans while other enthusiasts watched the sound levels overload on their tape recorders as the big 2-8-4 marched by.

Following the trip, 759 pulled the High Iron passenger equipment from Hoboken to Port Morris Yard. There, the Berk dropped off most of the passenger cars and tied freight to her drawbar, hauling it up to Binghamton. The following day, she pulled another freight—this time on the Delaware & Hudson from Binghamton to Albany, N.Y. I followed all these moves by auto, happy to see the 2-8-4 hauling tonnage again. On August 16th, the 759 continued her trip to Steamtown over the D&H and Green Mountain. At Steamtown, the Union Pacific "Big Boy" had to be moved to make way for the former resident of Riverside, Vt. There was a ceremony eulogizing No. 759 and Nelson Blount after which Steamtown and the High Iron Co. marked the final dropping of her fires. Will she be the last 2-8-4 type to run in North America?



June, 1967: gabfest between engineer and brakeman of East Tennessee & Western North Carolina as 2-8-0 locomotive No. 208 (ex-Southern) makes a water stop.
Joseph A. Mannix, 33-18 161st Street, Flushing, N.Y. 11458

Long stored in the Central of Georgia roundhouse in Savannah, Ga., were 4-6-0 No. 103 (Baldwin, 1905), and 2-8-0 No. 223. Recently, both have been moved to the CofG passenger station, since a local historical group plans to make a museum out of the old roundhouse, then put the steamers back in, reports John B. Corns, 1614 Ambler, S.W., North Canton, Ohio 44709.

Ex-Sumter & Choctaw 2-6-2 No. 103, formerly painted green and operating over the Middletown & Unionville, is now working week-ends and holidays on the Connecticut Valley Railroad in Essex, Conn., writes Don Robinson.

Lima Shay No. 3118, outshopped in 1920, has been bought for restoration by Marc Lamoreaux, Waterville, Kan. 66548. The 24-inch-gage two-truck coalburner was formerly owned by Good Roads Construction Co. of Cherokee, Alabama.

Sorry to report that three steamers

in Birmingham, Ala., were scrapped during July. The three 0-6-0 switchers had been stored at Republic Steel's East Thomas plant for ten years. Local railfan clubs considered saving them, but since they were all in bad shape and their tenders were already scrapped, the groups had to let them go. Happily, many scarce parts were saved off the engines by Bill Purdie (Southern Railway's master mechanic). These parts will come in handy later to keep Southern's fleet of steam locos running on fantrips.

The three steamers were American No. 60435, built for the Terminal RR. Association of St. Louis as their No. 163 (Republic Steel's No. 297); American No. 61343, built for the Frisco as their No. 3802 (Republic Steel's No. 286); and American No. 65492, built for Picklands-Mather & Co. as their No. 8 and later Jacksonville Terminal No. 14 (Republic Steel's No. 283).

It's hard to believe that even in 1971, all the steamers still extant in the U.S. or Canada are not being preserved and that some are still being scrapped.

Pennsylvania 4-6-2 K-4s No. 1737 (actually No. 3750), located at the Pennsylvania State Railroad Museum, Strasburg, Pa., has been restored with its former Keystone number plate 3750. As a purist, I'm delighted to see this step toward authenticity. All persons responsible for it should be congratulated. Now, if only the Museum would restore to its proper road number the E class 4-4-2 masquerading as No. 7002. the Pennsy speed king. . . . This good news comes from L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

The Samson, 0-4-0T No. 25, at work on the narrow-gage railroad of the Cowichan Valley Forest Museum at Duncan, Vancouver Island, British Columbia, in 1968.
H.P. Sandstrom, 7215 Hazelton St., Powell River, B.C., Canada

Exciting news from north of the border: Canadian National 4-8-2 No. 6069, U-1f class, long displayed in a Sarnia, Ont., park, will have to be moved, due to a highway project. This may be just the push needed for the CN to make this their replacement engine for recently retired 4-8-4 No. 6218. This "Bullet-Nose Betty," as affectionately nicknamed, was shopped shortly before her retirement and is still in good shape save for expired flues. If restored to working order, she would be the only 4-8-2 operating in North America. Thanks to Karl Bury, 84 Gordon St., Brantford, Ont., for this good news. If anyone knows more on this, please write me.

A new steam tourist line is being formed. The group, called Showcase, Tennessee, Suite 241, 2978, Austin Peay Highway, Memphis, Tenn. 38128, is looking for two operable or restorable steam locos and passenger equipment. Address inquiries to Bob Nichols.

Rumor has it that a new group in Toronto has leased ex-Canadian Pacific 4-6-0 No. 1057, class D-10h, and will operate excursions out of Hamilton, Ont., on the Toronto, Hamilton & Buffalo to Brantford, Ont. Ex-CPR 4-4-0 No. 136 may join her for occasional doubleheaders. Let me hear from anyone with more information.

Colorado Railroad Museum, whose 90-year-old engine, No. 346, passed its annual inspection, is looking for 9½- and 11-inch air pumps. If you know of any available, write the museum at Box 641, Golden, Colo. 80401.

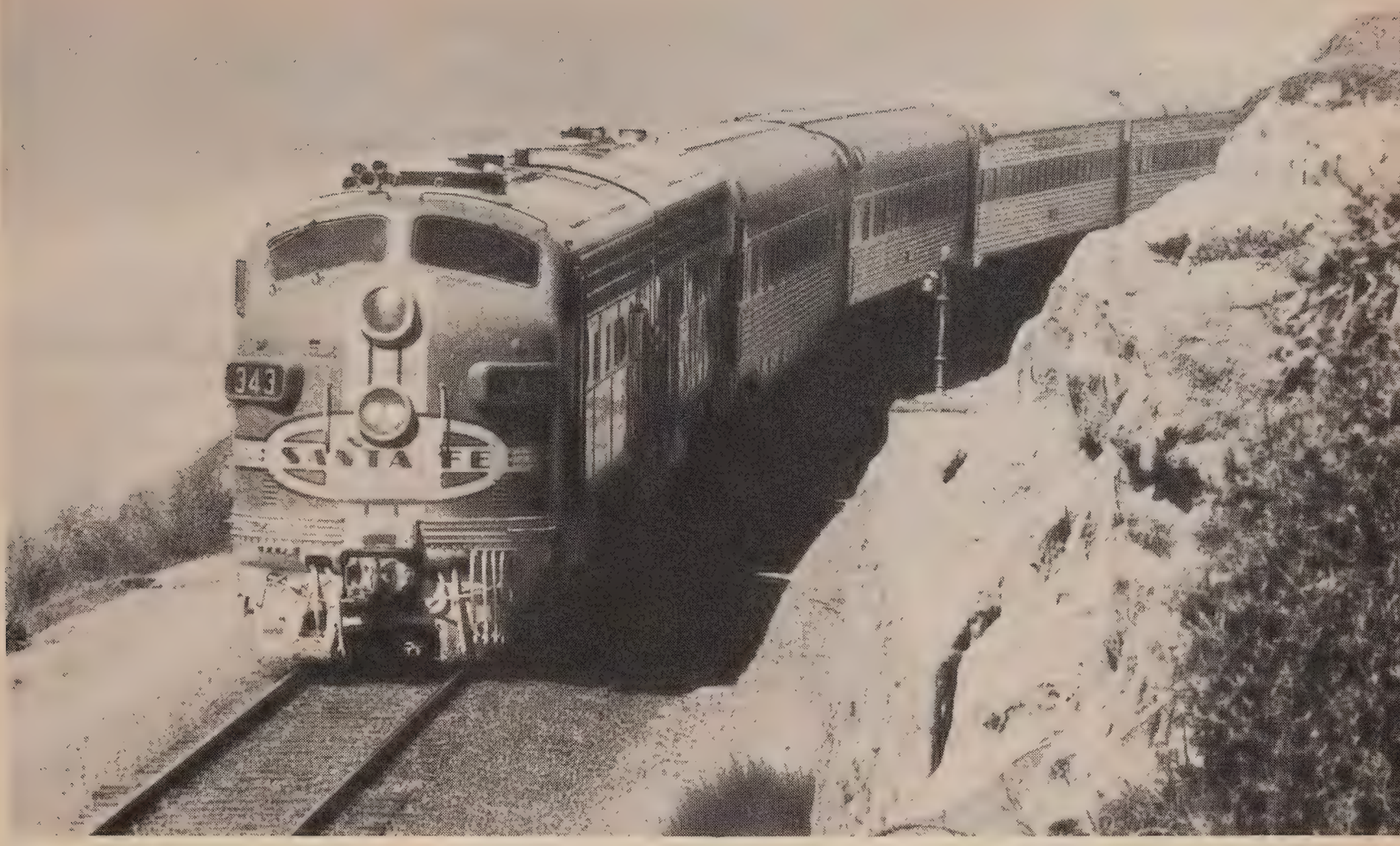
Bob Beekman of the Gold Coast Railroad, Fort Lauderdale, Florida, may have set a record in the handling of a steam locomotive on a tourist road. Over the last 14 years Bob has operated the ex-Florida East Coast 4-6-2 No. 153 (American, 1922) every Sunday for a total of 750 times. This news comes from *Smoke and Cinders*, monthly newsletter of the Tennessee Valley Railroad Museum, Box 44, Chattanooga, Tenn.

The mysterious old 4-6-0 mentioned in September's *Trackside in the Diesel Age*, which was found in the weeds at Illsley, Ky., is ex-Georgia Northern No. 102, used by Crabtree Mines of Illsley until 1959-'60 and now owned by Dick Jensen of Chicago. Jim Herron, 1421 Termino Dr., Tampa, Fla., who sent us this news, says plans are afoot for steam operations in Florida soon. Keep me informed, Jim.

On the other hand, Edison H. Thomas, manager of the news bureau on the Louisville & Nashville Railroad, says that the 4-6-0 was Cadiz RR, No. 12, ex-Arkansan RR. No. 12. It was built by G.O. in 1898; boiler No. 72605-3.

Correction: In our Sept. dept. we mistakenly identified Don Robinson as editor of *The 470*, monthly of the Portland division of Railroad Enthusiasts. Though not editor, Don is a loyal member of the group.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.



Santa Fe's *San Diegan* skims alongside the blue Pacific Ocean shortly after leaving Del Mar, Calif., Sept. 21, 1970.
Joe McMillan, 250 S. Rose Drive, No. 1, Placentia, Calif. 92670

HOBBY CLUB

conducted by Sy Reich

YET ANOTHER motion picture has made use of a steam locomotive on a tourist line. Part of Walt Disney Productions' *Scandalous John,* starring Brian Keith, was filmed on the Black Hills Central, near Keystone, S.D., on a former Chicago, Burlington & Quincy branch. The train was assembled from 40 pieces of rolling stock owned by BHC president Bill Heckman, including a 51 year-old steamer, a red plush passenger coach built in 1882, a baggage car, and a business car. According to *Burlington Northern News,* a BN train crew from the road's Alliance Division steamed up the train for the three-day filming session.

Two well-known roads, Canadian National and Ontario Northland, are cooperating in a way that pleases us railfans. Both lines are getting together to create a railroad and pioneer museum in a six-car complex in Cochrane, northern Ontario, says the *Railway Clerk*. Included will be an ON centennial steam loco, a baggage car, and an ON centennial passenger coach, the last-mentioned to be used for films and displays. Canadian National equipment will consist of a coach, a baggage car, and a caboose.

Another museum, located near the CN station at Kapuskasing, 70 miles west of Cochrane, has a number of CN coaches filled with railroadiana, plus a CN steam loco.

Marianna & Blountstown Railroad, closed for several months, has been sold to a reputed "Mafia" leader, Joseph C. Bonanno ("Joe Bananas") of Essex Falls, N.J. Bonanno, you may remember, was called last March to testify before a federal grand jury investigating the disappearance of $1-million worth of Penn Central boxcars. The M&B ceased operations without seeking permisson of either the ICC or the Florida State Railroad Commission. A week of torrental downpours had weakened a trestle to the point where it was considered unsafe. Lacking funds to repair it, the railroad just stopped running.

Bonnano plans to haul freight on the line and operate a steam passenger train between Marianna and Alpha. This news comes from the Jacksonville *Florida Times-Union* and Ken Willis, Apt. 1 Dover Ranch, Rte. 1, Box 99, Newberry, Fla. 32669.

The big turntable at the Pennsylvania Railroad Museum in Strasburg, Pa., is all set to open, but because of the state's financial plight no money is forthcoming to hire anyone to operate it. Ranged around the table are 26 old cars and locomotives, most of them from the Pennsy. A green plastic-coated fence surrounds the property, so tourists have to view the equipment from outside the barrier, reports Luther Cummings, 129 Nevin St., Lancaster, Pa. Some of the equipment is covered with tarps to protect it from the weather; most has been renovated. Only employes are lacking.

A group in Norway, the Setesdal Railway Hobby Club, has been in existence since 1962, when the Setesdal rail line was closed down. Some railfans got together, bought the rolling stock, and now are operating it between Grovane and Beiholen with Scottish- and Norwegian-built locos dating from 1895 and 1902, respectively. The line runs through a countryside of rugged mountains with sheer cliff walls, and next to foaming rapids and an occasional waterfall. The club helps to run the

Illinois Central transfer steamer *Pelican* used to ferry cars between Trotter's Point, Miss., and Helena, Ark. (Smoke fans should like this old photograph.)
F. Brannan collection, 977 Linwood Rd., Memphis, Tenn.

road by selling postcards and certificates (which can be posted in the carriages if you became a part owner). Memberships are available for only 10 Kr. (about $1.50) from the club at V. Strandgt. 33, Kristiansand S., Norway.

Last August 14th saw Maine Central's No. 470, from which the 470 Club (Portland Division of the Railroad Enthusiasts) got its name, rededicated as a momument to steam days in a ceremony at Waterville, Maine. The 221-ton 4-6-2, refurbished after a drive by the city of Waterville, is now at College Avenue. MeC's president, Spencer Miller, and Waterville's mayor, Richard J. Carey, were at the ceremonies.

Collecting Railroad Station Postcards —Pennsylvania is an attractively printed 18-page booklet with photo postcard reproductions (two to a page) of some of the state's fine old stations, including old Broad St. Station, Philadelphia; Lackawanna Station, Scranton; the B&O and P&LE structures in Pittsburgh; Cornwall & Lebanon depot, Lebanon; and Lehigh Valley and Reading stations, Bethlehem. The booklet has no text, just pictures. Available from L. M. Noseworthy, 43 W. Macada Rd., Bethlehem, Pa. 18017 for $1.35.

"I have a continuous file of *Railroad* since March, 1933, with issues prior to that, including June, 1910," reports John Thompson, 6460 W. 31st Ave., Denver, Colo. 80214. This prompts us to ask whether anyone has a complete set of our magazine right back to the first issue (October, 1906).

Hawaii Chapter, NRHS, is currently restoring for operation locomotive No. 6, an 0-6-2T, formerly of the Waialua Agricultural Co. of Oahu. To raise money for the project, they are selling a collector's item souvenir card 5x6", with a token and imprint of the Kahului official seal. Printed on Royal Blue stock with gold lettering, it sells for $3.50 from the chapter at Box 11126 Moiliili Sta., Honolulu, Hawaii 96814.

The Trainmaster, an Oregon railfan publication, ran a column entitled "The Professional Isosceles" recently, authored by a John Kneeling, P.U., consultant. Some of it is amusing so we decided to reprint the following:

For a long time I've bugged the industry about the need to adopt "unit trains" or "integral" trains and have long expounded upon the merits of such systems. I was wrong. Unit trains won't work. This was forcibly brought to my attention by none other than John T. Labbee, consulting logger. The unit train concept of hauling trains of a single commodity utilizing special-built motive power over private rights-of-way with specialized cars seems to have been exhaustively tried over a period of nearly seventy years and the result was obviously a failure.

The article goes on to describe the decline in logging railroads and adds that full crews on them were unknown, with roads often using non-union labor working 16-hour days without overtime. We look forward to more challenging articles from Mr. "Kneeling." Address of *The Trainmaster* is Room 1, Union Station, Foot of N.W. 6th Ave., Portland, Ore. 97209.

Replying to Mike Schafer's comments which we printed recently is John P. Dunn, a 15-year-old railfan of 18 Yale Blvd., Somers Point, N.J. 08244. John writes: "Mr. Schafer is correct about a 'generation gap' in railfan clubs, but there is a club where the age difference does not matter; the Train Collectors Assn., which I am a member of. This group is a mixture of railfan and toy train collectors, aged 15 to 90. They respect you as a person. Can you help it if you were born in the diesel age?" John adds that he is an enthusiastic Pennsy steam *and* diesel fan.

Public timetable collectors of the Pennsylvania Railroad can now get a new book about their hobby. Compiled by Ed Gardner, 22 Garden Ave., Mountain Top, Pa. 18707, it contains lists of Pennsy forms, old postcard scenes, and advertisements. Also many reproductions of historical timetables of the Pennsy, predecessor roads, and abandoned branch lines, such as Cumberland Valley, Grand Rapids & Indiana, etc. The 11x17" plastic bound book costs $5 a copy.

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Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

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LONDON, S.E.I. ENGLAND

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 8¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

AL ADAIR, 409 S.E. 1, Evansville, Ind. 47713, buys pix, articles, info. on wreck of Texas Special near Kirkwood, Mo. around '30.

C.L. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 3½x5 station, diesel, car, steam pix of LV, RDG, CNJ, PRR, EL, SCL, FEC. (SSE)

SCOTT ARDEN, 1260 Star Rte., Noti, Ore. 97461, sells switch keys, bldrs. plates, loco heralds, diner china, etc; list for 3 stamps.

RICKY ARGO, 756 La Vega Dr. S.W., Albuquerque, N.M. 87105, trades rr. date nails.

HARVEY BASS, 287 Valley Rd., Riveredge, N.J. 07661, buys tts. of NYS&W, L&NE, L&HR, Erie, DL&W. Sells tts; list 20c and SSE.

TOM BAUER, 28 E. Southern, Muskegon, Mich. 49442, buys slides, pix of SOO equip. esp. old paint scheme on FA-1's, 320, 2381, 330, 310-314.

JOHN BAUKUS Jr., 4159 Slipperywood, Dayton, Ohio 45424, buys emp. tts., special instruction book 1 for BN Chicago & Omaha Regions.

E. BAUMGARDNER, 26 West End Ave., Oneonta, N.Y. 13820, sells rr. bks., D&H Bulletins. (SSE)

DICK BEALL, 2550 S.W. 16th St., Miami, Fla. 33145, buys, trades FEC negs., pix.

LEN BEARD, Box 112, Wonder Lake, Ill. 60097, buys lanterns, switch keys.

KIY BEAYDIUBM, RFD 2, Blush Hill, Waterbury, Vt. 05676, sells 35mm slides of diesels on B&M, CP, CV, GT, D&H, MEC, M&B, SJ&LC, VT. (SSE.)

WALT BLIX, 5220 N. Cicero Ave., Chicago, Ill. 60630, buys pix, tts., info. on GM&O esp. psgr. service, equip.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, will buy 35mm color slides of Marhoefer Packing Co. stock car at Muncie, Ind.

WM. BOND, 6 Grimes St., Buffalo, N.Y. 14212, buys pre-'60 tts. of NYC, PRR, LV, Erie, NKP, P&LE.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, anything Fla.; RPO, diner matl.; wax seals; dater dies.

HOWARD BROUN, 906 W. 23rd St., Connersville, Ind. 47331, trades, sells Mdl. RRer, RMC '55-'60. (SSE.)

RAY BROUN, RD 1, Middletown, N.Y. 10940, buys diagrams of Erie wooden milk cars, L&HR steam locos.

GERRY BURRIDGE, Bo 152, Dorval 700, P.Q., Canada, buys Quebec City-Levis area negs., slides, pix esp. QRL&P, Levis Tramways.

CYRIL BUTCHER, 8 Coyne Street, St. Thomas, Ont., Canada, sells CN steam, diesel pix; list 15c.

P.J. CALVERT, Rte. 2 Box 300, Avon Park, Fla. 33825, sells emp. tts., tts., elec. books, etc. (SSE.)

CURT CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, will buy 3/48 issue of Susquehanna Reflector; buys pix, slides, etc., of NYS&W, L&NE, EL, Erie.

BILL CARTEE, Rte. 3 Box 392, Cullman, Ala. 35055, buys pix of streamlined steam locos.

H.E. CHELF, 713 Biltmore Garden Apartments, Asheville, N.C. 28803, sells SLSW, SLSF steam pix.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., K1M-0Z2, Canada, buys, trades bldrs. pix of Alco, Baldwin, Lima steam.

KENNETH CLARK, Box 117, St. John, Kan. 67576, trades for tie date nails.

JOE CLEGG, RFD 4, Jacksonville, Ill. 62650, sells metal rr. watch fobs with porcelain inlays. (SSE.)

JOHN CLINE, 1217 Stark St., Wausau, Wis. 54401, sells, trades back issues Railroad Magazine '47-date; will sell complete set of Railroad Magazine 12/29-date.

S.J. CONGDON, Box 952, Flint, Mich. 48501, buys pix, slides of UP, NKP psgr. cars in UP series.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells lanterns from NYC, PRR, NYO&W; Pullman items; steam loco gages; railroadiana. (SSE.)

Last December, an Atlanta & Saint Andrews Bay caboose was decorated with a tree to say Merry Christmas to everyone along the line. Superintendent J. B. Bush took the photo as caboose heads toward shop facility in Panama City, Fla.
Courtesy of Atlanta & Saint Andrews Bay Railway Co., "The Bay Line"

STAN CREWS, 5745 Azalea Garden Rd., Norfolk, Va. 23518, sells rr. pix, esp. steam. (SSE.)

ED CUMMINGS, 32931 Southgate, Livonia, Mich. 48152, buys pix of logging rrs., logging equip., MEC, Maine narrow-gage.

LU CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, sells pix of Conestoga Traction, Pa., trolleys.

VINCENT DE SANTIS, 196 Carbon St., Paterson, N.J. 07522, buys DL&W station slides.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix of CN, CP, list 30c; buys, sells CN, CP, TH&B steam negs.

MARK DOBRONSKI, 3 Branford Lane, Dearborn, Mich. 48120, trades PC, NYC block record sheets for any switch keys.

R.C. DON, 5028 Dierker Rd., Columbus, Ohio 43220, wants to contact rail excursion fans in Central Ohio.

PAUL DOUGLAS, 112 W. 21st St., Vancouver, Wash. 98660, buys, trades for negs. of VGN 500-503, 700, 480-484, 610, 800-805, elecs.

JOHN DUNN, 18 Yale Blvd., Somers Point N.J. 08244, trades L&N, SOU emp. tts., Plymouth loco catalog, scratch pads for PRR, PC items. (SSE.)

PEGGY DUNN, 1402 Princeton Ave., Philadelphia, Pa. 19111, sells 7/71 Amtrak tts.

CLAIR ENDY, 217 Berks St., Stowe, Pa. 19464, trades switch keys; buys, trades RDG emp. mags.

BRUCE FALES, 1915 Elkhart St., Silver Spring, Md. 20910, buys sizes 616, 122 negs., pix of Pullmans, dining cars, coaches; buys diner menus.

BEN FEELY, 1172 Lindsay La., Rydal, Pa. 19046, buys pix, info. on RDG T-1's. (SSE.)

AL FEINSOD, Jr., Box 1121, Venice, Fla. 33595, buys SOU pix of locos, cars, cabooses; emp. tts. Will buy "SOU Steam Power."

DENISE FERRARI, 274 Emerson Ave., Bronx, N.Y. 10465, sells PC trk. rail book ends, 6" high. (SSE.)

JIM FITZGERALD, Box 233, Point Hawesbury, N.S. Canada, will buy Railroad Magazine '43-12/62, good cond.

FRANK FLORIANZ, 42 Highwood Ave., Waldwick, N.J. 07463, sells circa 1910 Erie waybills, forms, records; will buy Off. Guide, 1920-'24.

GARY GADZIALA, 2133 Cedar Circle Dr., Baltimore, Md. 21228, sells Pullman hardware, tts., diesel bldrs. plates, drumheads from name trains.

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, sells his 120-page book on LV and 40-page tt. review of PRR.

AL GAUS, 8213 Rockwell Ave., Philadelphia, Pa. 19111, buys pix, slides of PTC trolleys '40's, '50's, early '60's.

LOU GEORGE, 7 Eldred St., Middletown, N.Y. 10940, sells NYO&W stock certificates.

MAL GERSCHLER, Box 604, National City, Calif. 92050, will buy "Rails to the Silvergate."

WALTER GERSON, 294 Newton Dr., Willowdale, Ont., Canada, will buy "Switzerland Trail of America," "Pictorial Supplement to DSP&P," "Rails Around Gold Hill."

CHAS. GOODMAN, 5826 S. Western St., Chicago, Ill. 60636, buys dining car silverware, etc.

CHAS. GOOLSBY, 306 N. Jackson, Salisbury, N.C. 28144, buys pix, history of S.E. rolling stock, psgr. trains, short lines; Equip. Registers; Off. Guides; tts.; diagram books.

J. GRAY, 77 High St., Newton, N.J. 07860, buys slides, movies of recent fantrips.

BOB GREENAWALT, 3643 N. Rosemead St., Rosemead, Calif. 91770, buys Centennial ticket dater, brass year wheels of '90, '10 eras.

WILFRED HALL, 26 Miller St., Belfast, Me. 04915, sells unused Belfast & Moosehead Lake tickets.

GLEN HESS, 5706 Drury La., Topeka, Kan. 66604, will buy fount, burner for Dietz Vesta lantern.

JIM HINKHOUSE, 707 Lane, Fort Morgan, Colo. 80701, buys Howard Fogg prints; sells Trains mags. of '40's, Trains Albums 11-12. (SSE.)

ERIC HIRSIMAKI, 223 Main St., Conneaut, Ohio 44030, buys NKP equip. plans, pre-'50 negs. of rolling stock, pre-'30 pix of Conneaut facilities.

LOU HOFFMAN, 1331 Lunt, Chicago, Ill. 60626, sells tts., rr. stationery, envelopes, napkins, coasters, printed material, etc. (SSE.)

PHIL HOM, 75 Montgomery St., New York, N.Y. 10002, buys, trades 35mm slides of Turbotrain on tour.

ROSS JACK, Box 202, Petrolia, Pa. 16050, buys, sells, trades pix, negs. of B&LE, B&O, PC, P&S. (SSE.)

ED KANAK, 2326 Orchard Pl., New Brighton, Minn. 55112, sells loco slides of northwest U.S., Canadian rrs. (SSE.)

DARYL KNAPP, 790 Colton Ave., Colton, Calif. 92324, buys info., pix on SP private car 121, "Sacramento."

ROGER KOSCIK, 141 E. Potter, Wooddale, Ill. 60191, sells duplicate color slides. (SSE.)

HANS KURING, Park Lane, Georgetown, Conn. 06829, trades 35mm slides of PC, EL, CNJ, RDG, etc., for those of your area.

MARC LAMOREAUX, Waterville, Kan. 66548, will buy Poor's "Denver, South Park & Pacific."

AL LANGLEY Jr., Rte. 1 Box 64A, North Augusta, S.C. 29841, sells switch keys. (SSE.)

SCOTT LOMAZZI, 3144 Gary Ave., Merced, Calif. 95340, buys rr. forms; sells, trades emp. tts., tts., railroadiana.

DAVE LONGSHORE, Box 325, Phelan, Calif. 92371, buys pix. info., correspondence on SP Keeler Br. narrow-gage.

JIM LYNCH Jr., 4127 Taylor Ave., Drexel Hill, Pa. 19026, buys pix, slides of PRR, PC towers, block stations.

HARRY LYZOTT, 2529 Webb, Indianapolis, Ind. 46225, will buy 3/43 Railroad Magazine.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, sells rr. books; buys RDG mags. and newspapers. (SSE.)

JOHN MARIS, 12 Henry, Bloomfield, N.J. 07003, will sell NJ&NY extra-long trainman's uniform size 42, incl. coat, hat, vest, two trousers, buttons.

K. MARSH, 1537 Belmeade Dr., Kingsport, Tenn. 37664, will sell R&LHS Bulls. 53, 65.

FRANK MELLUISH, 200 Walnut Lane, Branson, Mo. 65616, trades maps, sealers.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys movies of rrs. out of Chicago, U.S. trolleys; rr. whistling LP's.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wis. 53186, sells steam postcards. (SSE.)

DICK MORHARD, 14 Rogers La., Smithtown, N.Y. 11787, sells 35mm slides, b&w pix, neg., railroadiana. (SSE.)

CARL MUNCK, 2007 Betz Rd., Bellevue, Neb. 68005, buys neg. collections; sells size 116, 5x7 pix RUT, NYO&W, D&H, etc.; large 16c SSE.

JIM MUNDING, 1749 E. Michelle, West Covina, Calif. 91791, trades 35mm slides of UP, SP, AT&SF for those of your area.

ALTON MUTHARD, Macungie, Pa. 18062, will sell set of 150 emp. tts.; sells negs. of CNJ, RDG; Buys trolley negs. (SSE.)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys anything FEC, FL rrs.; buys, trades tkts., RPO cancellations from any rr.

DAVE NESTLE, R.D. 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadiana; list 25c, refundable.

PAUL NOBLE, 1 Remsen Rd., Yonkers, N.Y. 10710, sells color pix of PRR work cars, cabooses, PC power on Horsehoe Curve, Harlem Div. (SSE.)

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, buys steam, diesel, elec. bldrs. plates.

L.M. NOSEWORTHY, 43 W. Macada Rd., Bethlehem, Pa. 18017, sells railroadiana; list 25c.

DAVE ODEN, Box 125, South Milwaukee, Wis. 53172, will buy Croft's book on Practical Electricity, Signal Wiring.

LARRY ORR, 200 Broadway, Troy, N.Y. 12180, trades D&H train orders for those of your area.

RALPH PARTENHEIMER, 1166 S. Riverside Ave., Rialto, Calif. 92376, sells back issues of Railroad Magazine, '31-date; Trains, Mdl. RRer, RMC. (SSE.)

AL PETERSON, 451 Maplehurst Ave., Oakville, Ont., Canada, sells 5x7, 8x10 steam pix of U.S., Canadian rrs.; list, 2 samples $2.

T.J. PELLETIER, Box 64, Palouse, Wash. 99161, will sell set of 2,830 pix.

GLEESON PERRY, Box 875, Brownwood, Texas 76801, sells his 36-page booklet "My Old Iron Horse Has Passed and Gone."

GLEN PERRY, 90 Grace St., Rockland, Me. 04841, sells 5x7 color pix of MEC, BAR, B&ML, B&M. (SSE.)

JOE PIERSEN, 1180 Sherwood, Highland Park, Ill. 60035, will sell lot of 2¼x3¼ diesel negs. esp. C&NW. (SSE.)

JIM PROKES, 7850 Kenneth St., Chicago, Ill. 60652, buys tts., dater dies, rr. police badges.

S. PYLES, Box 213, New Martinsville, W. Va. 26155, will sell Dressel 4-lens switch lamps, like new. (SSE.)

BILL RAIA, 4828 W. Hutchinson, Chicago, Ill. 60641, makes custom prints of your rail pix. (SSE.)

F. REEDER, 315 15 St., Charlottesville, Va. 22903, trades, buys express seals, ticket validating dies.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, buys trainmen's uniforms, cap badges; sells emp. tts. of B&O, PC, SOU; W&OD dispatcher sheets. (SSE.)

TONY REZNAK Jr., Box 755, Wilkes-Barre, Pa. 18703, buys D&H railroadiana. esp. orig. steam negs.; sends D&H newsletter for 8c stamp.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes, bells, headlights, whistles, locks, keys.

BUD RINDFLEISCH, 111 Dickson Ave., West Seneca, N.Y. 14224, buys plans of LV 4-6-2's, 4-8-4's, 2-10-4's; buys slides of LV PA's, FA's, F3A's.

MIKE ROSSI, 10 William Pl., Medford, Mass. 02155, trades tts., other railroadiana, with other teen-agers; your list for mine.

DICK SACHS, 330 Taft Rd., River Edge, N.J. 07661, sells paper items, pix, railroadiana of Erie, EL, PC; list 10c and SSE.

DICK SAPPELLI, 390 Dartmouth St., Wyckoff, N.J. 07481, trades Erie, EL, NYS&W forms for those of other rrs. (SSE.)

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, trades emp. tts., rule books; trades RF&P train orders for railroadiana.

HARRY SCHIMM, 869 164th St., White Rock, B.C., Canada, sells Canadian rr. pix; list 25c. Buys Canadian diesel negs. esp. WP&Y, CV, DW&P.

RANDY SCHOLL, Box 123, Batavia, Ohio 15103, will sell book, "South American Steam."

JIM SCRUGGS, 3618 Princess La., Dallas, Texas 75229, buys color or b&w pix of CP gas electrics, early diesels.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells rr. books, tech. manuals, Off. Guides, back issues Railroad Magazine, CV B&M tkts; lists .50c.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells pix of D&H Laurentialn steam, slides, post cards. (SSE.)

MARK SHOTEY, 4004 Lapham, Dearborn Mich. 48126, will trade one PC lantern for any six switch keys.

TIM SIEMBIEDA, 10501 Yolanda, Northridge, Calif. 91324, will trade trolley fare box for marker lamps.

F.S. SMITH, RD 1, Washington Crossing, Pa. 18977, will sell '92 P&R rule book, excellent cond.

T.C. SMITH, 24 Park Pl., Saratoga, N.Y. 12866, wants rr. operating job or professional position. Has college degree, will travel; resume on request.

JOE SNOPEK, 37 Kellogg St., Granby, Mass. 01033, buys negs., slides of NYNH&H elecs., diesels, esp. Alco, FM cabs; negs. of PC.

ALVIN SOWRY, 67 Horoeka St., Stokes Valley, New Zealand, sells NZR pix, slides, books; list free.

CON SPADY, 901 North St., Herington, Kan. 67449, buys, trades switch keys, brass switch locks.

KEN SPRINGIRTH, 4720 Cliff Dr., Erie, Pa. 16511, sells "Viewing Pa. trolleys."

FRANK STOCK, 2614 Whalen, Hamtramck, Mich. 48212, buys pix of B&O 2-10-2 6100's, B&O 4-6-2's.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells 3¼" Adlake clear lantern globes, new cond.

JOE STRAPAC, 14637 Hardaway Dr. La Mirada, Cal. 90638, wants pix Cotton Belt diesel-powered pass. trains for book he is writing.

J.W. STUBBLEFIELD, Box 666, Maroa, Ill. 61756, sells 35mm slides of GN, N&W, IC, GM&O, MON, etc.; sample 40c.

C.E. TEED, 1028 Anderson Way, San Gabriel, Calif. 91776, will buy "The Great Gold Mountain," "The Big Ivy."

P.J. TEMPLETON, Box 111, Mendon, N.Y. 14506, will buy Pietrak's "Buffalo & Susquehanna," exc. cond.

W.C. THURMAN, 4733 Morganford Rd., St. Louis, Mo. 63116, trades BAR, MP, SLSF switch keys for WAB, CCC&SL, CRI&P, L&N switch keys.

J. TOTH, 2608 Woodlawn, Ennis, Texas 75119, will trade white cover edition of "Iron Horses of the Santa Fe Trail" for "Colo. Midland."

STAN TROTT, Castine, Me. 04421, will sell Railroad Magazine '34-'54. (SSE.)

D. VAYTANIC, Box 19, Chicago Ridge, Ill. 60415, trades steam loco hardware for, or buys, psgr. train drumhead signs, tail signs, gate signs, etc.

AVERY VON BLON, 1111 Colcord, Waco, Texas 76707, buys rr. books, maps, tts., guides, pamphlets, catalogs, plates, lanterns.

LEN WALLIS, 12 Lake St.—address incomplete.

JOHN WARNER, 66 Kuder St., Akron, Ohio 44303, buys, trades trolley pix, slides.

GREG WHITAKER, 135 S. Highland Ave., Winter Garden, Fla. 32787, buys size 616, larger negs. of L&N boxcars on CV or EK divisions.

R.D. WILLIAMS, Box 2984, Jackson, Miss. 39207, sells IC Panama Ltd. replica tie bars, tacs, cuff links, collector's items.

CHAS. CROBLESKI, Box 663, Scranton, Pa. 18501, buys Scranton Ry. negs., transfers, etc.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells negs. of rare diesels on approval. (SSE.)

ERNEST ZEHNDER, 325 Lardner St., Philadelphia, Pa. 19111, trades 35mm color slides of CNJ, RDG, PC, PRSL, B&O for those of your area.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of hard-cover books: "Railroads of the Rockies" (histories), by Ormes, 406 pages, illust., index (1963), $10; "Air Brake Cathechism" (1911 ed.), 2,000 questions answered, 352 pages, illust. (incl. color), $10; "Brass-Pounders" (telegraphers), Harlow, 159 pages, illust. (1962), $3.50; all good cond., post-paid.

Model Trading Post

O. BARNES, Box 89, N. Jackson, Ohio 44451, will sell 12 new Fleischman HO UP metal passenger cars. (SSE.)

DAVE FRAMBACH, 10 Maple St., Concord, N.H. 03301, buys N-gage trolleys.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, will sell Ambroid kits 4 and 5, mint cond.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, will sell IMP D&RGW 2-6-0, 2-8-0, MKT 0-8-0 brass HO-gage loco kits; Tyco 6-shifter kit. (SSE.)

J. MURRAY, Blanding Rd., Rehoboth, Mass., will sell 12"-gage steam rr., incl. loco, tender, 3 psgr. cars, track; photo $1.

BRUCE SAYLOR, 2836 Leon Ave., Audubon, Pa. 19407, will buy 1" scale geared locos, 4-4-0's, 2-6-0's, 4-6-0's, cars, ⅝" rail. ●

Additional Roster Note

George R. Silcott sent us additional information for our Burlington Northern roster. (Sept. '71). Note 2 should now read: 4 was sold to Geo. R. Silcott and Birmingham Rail & Locomotive (9/30/70) and is for sale.—Sy Reich. ●

Pen Pals Wanted

Catherine Breeding (33), 423 Melrose, Richardson, Texas 75080, wants to hear from collectors of railroad china, silver and glassware.

Nancy Heth (14), 312 Holiday Park, Jamestown, N.Y., likes to hear from boys interested in railroads.

James Kreitzer (17), 455 Bright Wood, Dayton, Ohio 45405.

Karen Bumcroft (14), 12826 Curtis-King Rd., Norwalk, Calif. wants pen pals. both sexes. (Father is a loco engineer.)

Darlene Arnold (18) and Maxine Arnold (17), both of 1512 N. 11th St., Superior, Wis. 54880.

John Burrall (14), 507 Eastgate Drive, Vincennes, Ind. 47591.

David Simpson (REA retiree), 210-22 Hillside Ave., Queens Village, N.Y. 11427, has heart ailment; needs cheer-up letters and cards (also advice on vitamins E and B complex and other dietary helps for heart illness).

May Carlton, Rte. 2, Box 340, Princeton, W. Va., starting a stamp collection, asks for stamps.

Brenda Whitman, RR 51, Box 444A, Terre Haute, Ind. 47805.

Mrs. Ruby Raymer (63), 505 Fatherland St., Nashville, Tenn. 37206.

Cindy Taylor (17), 8000 Savage Dr., Kansas City, Kan. 66109.

Teresa Fisher, Rte. 2, Parma, Idaho 83660.

Kathy Goeser (16), Rte. 1, Box 99, Chilton, Wis. 43014.

Evangelina Esparza (16), 3521 E. Harvey St., Fresno, Calif. 93702.

Mrs. Rosemary Jarvis, 6919 N. Sherman Rd., Apt. 40, Chicago. Ill. 60626, recuperating from operations, needs cheer-up letters and cards.

Yvonne McDowell (36), 500 E. Harrison St., Elmhurst, Ill. 60126.

Brenda Royster (16), and Debra, (14) Rte. 1, Box 125, Garrison, Ky. 41141.

Kristy Wheeler (16), RR No. 1, Tintah, Minn. 56583.

Corinne Conover (14), 124 Sanders Ave., Scotia, N.Y. 12302.

Mamie R. Lim (27), Virgencita Acab (19), Carolina Serafina (23), Patty Abad (22), Nita Valdueza (21), Marylou Bardoquillo (28), Thelma Calumpang (20), Fely Gac-ang (22), Connie Zarate (24), Remedios Patindol (22), and Nonette Canete, (22), all c/o Jay-ocee Ladies Dorm, Juan Luna St., Cebu City, Philippines J-317. (Ed. note: will someone please tell us why so many Cebu City girls want pen pals?)

Mark Arnold (14), 3237 Blackstone St., St. Louis Park, Minn. 55416. wants to hear from anyone interested in model railroading or Burlington Northern. ●

Coming Events

Nov. 6, 7: Two doubleheaded steam excursions, Birmingham to Selma, Alabama, probably behind Southern Ry. 2-8-0 No. 722 and 4-6-2 No. 750. For details, send SSE to Heart of Dixie RR. Club, Box 896, Birmingham, Ala. 35201.

Nov. 6-14: Steam tour on Guatemala railroads via chartered steam trains on Fegua (Ferrocarriles de Guatemala). Fare, $375 from Mexico City to Guatemala City; $525 roundtrip from New Orleans; incl. Pullman space, hotels, meals, tips. Places visited: Escuintla, Tecun Uman, Zacapa, (See article on Guatemala steam by Gary G. Allen in July '71 issue.) Details on trip from Central American Rail Tours, 604 W. Main St., Apt. 12, Houston, Texas 77006.

Nov. 13: One-day rail excursion over northern half of Sonora-Baja California RR., sponsored by Pacific Southwest Ry. Museum Assn.; special train from Mexicali to Puerto Penasco, with 3-hour layover; bus connections available from San Diego. Info. from PSRMA, c/o Eric Sanders. 7861 Normal Ave., La Mesa, Calif. 92041.

Nov. 20: National Association of Timetable Collectors meets 12 noon, YMCA room, Penn Station, New York; buy, sell, swap tts. Contact Ed Gardner, editor, The Timetable Collector, 22 Garden Ave., Mountain Top. Pa. 18707. ●

Nov. 20-21: Two one day round trips, Huntsville to Sheffield, Ala., with North Alabama Railroad Club's 2-8-0 ex-Mississippian No. 77, operating over Southern Ry. Send SSE for details to NARC, P.O. 47, Tuscumbia, Ala. 35674.

Dec. 1: First annual luncheon of the Chicago area railfans, incl. slide show, talk by Trains editor David P. Morgan, $6.25, sponsored by Twentieth Century Railroad Club, 10700 Seeley Ave., Chicago, Ill. 60643.

Dec. 2-5: Passenger trip, Detroit to Toronto to James Bay (Moosenee) and return in a Michigan Railroad Club charter Pullman. Roomettes or bedrooms, $130. per person via Ontario Northland Polar Bear Express. Contact trip chairman Dave Peterson, 244 Cedar St., Wyandotte, Mich. 48192.

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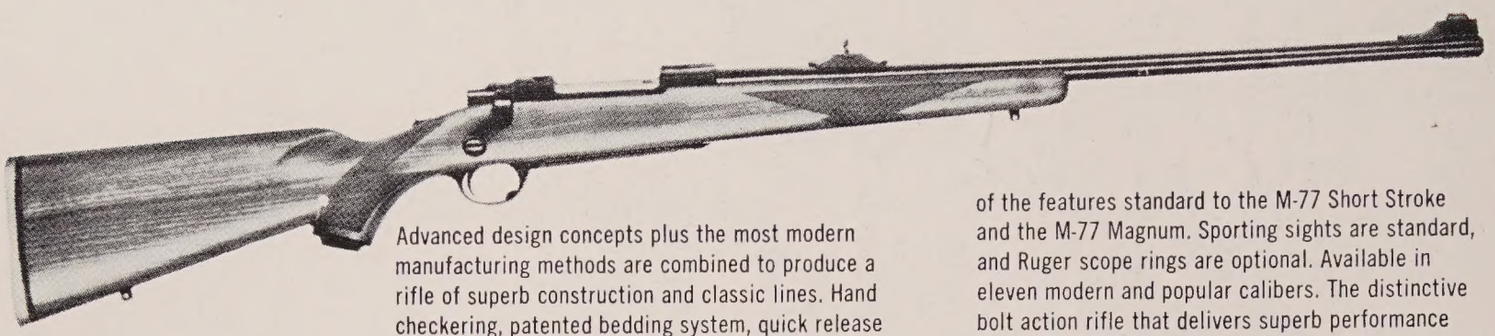

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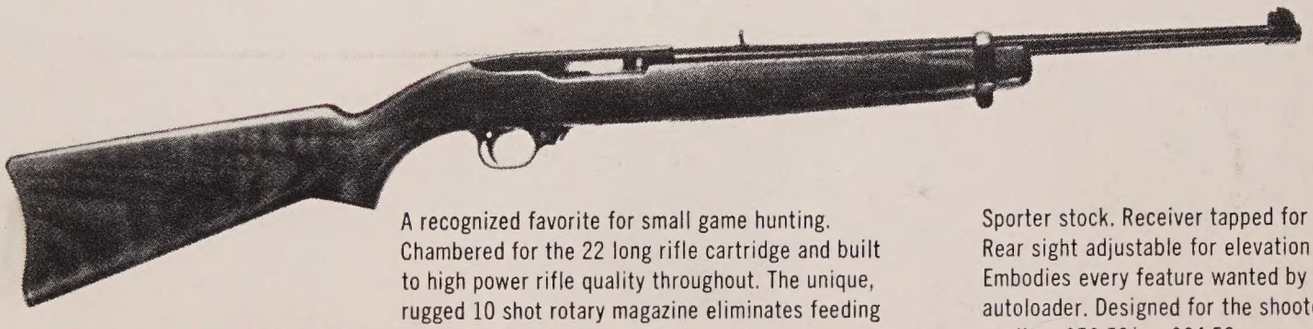

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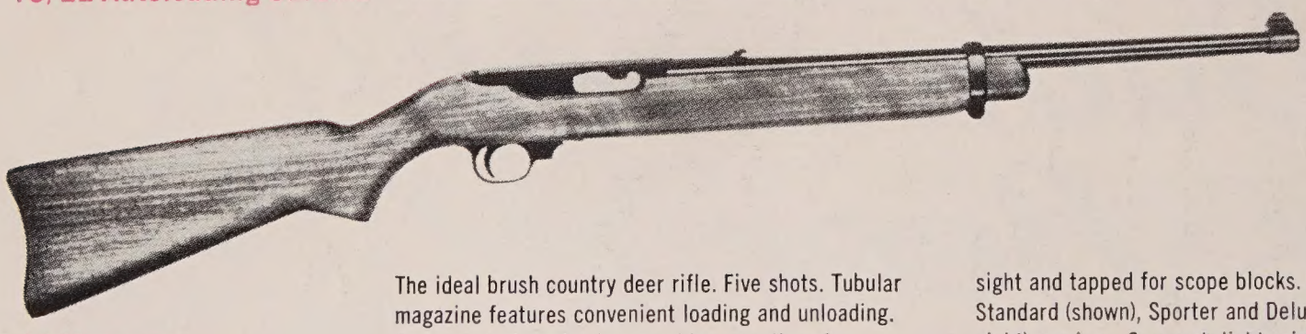

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